



Appendix G

Traffic Noise Analysis Report

NOISE IMPACT ASSESSMENT

Clements Ferry Road Phase 2
From Jack Primus Road to SC 41
Berkeley County, South Carolina

Prepared For:

Infrastructure Consulting & Engineering
1021 Briargate Circle
Columbia, SC 29210

Prepared By:



Three Oaks Engineering, Inc.
1230 Sumter Street, Suite 400
Columbia, SC 29201

March 2018



EXECUTIVE SUMMARY

The following noise assessment has been prepared in compliance with Title 23 of the Code of Federal Regulations, Part 772 (23 CFR Part 772), and will be provided by South Carolina Department of Transportation (SCDOT) to local officials in an attempt to prevent future impacts from traffic noise.

The proposed project is located in the southern portion of Berkeley County, South Carolina. The project consists of widening Clements Ferry Road for approximately 4.5 miles from Jack Primus Road to SC 41. The improvements involve widening the two-lane roadway to a four-lane roadway and adding a curb and gutter, a median, and multi-use path along either one or both sides of the roadway per typical sections.

The TNM2.5 Noise Model was used to analyze the existing condition (2015) and the 2040 design year No-build and Build Alternatives based on preliminary design. Field measurements were performed to establish a sound level baseline for which to compare possible sound level increases as a result of the proposed action. Traffic data was obtained from actual SCDOT vehicle counts and the traffic study entitled "Clements Ferry Road from Jack Primus Road to SC 41 Widening Study," prepared by Haselden and Associates in September 2017.

The modeling results indicated that 73 receivers would have noise levels that approach or exceed the FHWA's Noise Abatement Criteria (NAC) for its respective land use. Forty-nine (49) of the receivers are residential, twenty-three (23) are commercial, and one (1) is a museum/community center (Keith School Museum). All would approach or exceed the NAC for the 2040 design year Build Alternative. Noise abatement was therefore considered for the proposed project. As a result of the mitigation analysis, there were no feasible and reasonable solutions to mitigate for the noise according to the SCDOT Traffic Noise Abatement Policy.



TABLE OF CONTENTS

I.	INTRODUCTION AND PROJECT DESCRIPTION	1
	A. Proposed Project Description, Existing Facility and Purposes and Need	1
	B. Existing Land Uses.....	1
II.	ANALYSIS METHODOLOGY.....	1
	A. Model Used and Assumptions.....	1
	B. Traffic Data.....	1
	C. Receiver Locations	4
	D. Field Measurements	4
	E. Model Validation	4
III.	TRAFFIC NOISE IMPACTS.....	14
	A. Modeled and/or Measured Existing Year Noise Levels	14
	B. Modeled Design Year (2040) No-Build Alternative Noise Levels.....	14
	C. Modeled Design Year (2040) Build Alternative Noise Levels.....	14
IV.	FEASIBLE AND REASONABLE CONSIDERATION OF ABATEMENT.....	22
	A. Acquisition of Right-of-Way.....	22
	B. Traffic Management	22
	C. Alteration of Horizontal and Vertical Alignments	23
	D. Acquisition of real property or interests therein (predominately unimproved property) to serve as a buffer zone to preempt development	23
	E. Noise insulation of public use or nonprofit institutional structures.....	23
	F. Noise Barriers	23
V.	FINDINGS AND RECOMMENDATIONS	27
VI.	CONSTRUCTION NOISE	27
VII.	COORDINATION WITH LOCAL OFFICIALS.....	28

LIST OF TABLES

Table 1: 23 CFR Part 772, Table 1 Noise Abatement Criteria (NAC) Hourly A Weighted Sound Level in Decibels (dB(A)).....	5
Table 2: Field Data Count and Classification Summary	13
Table 3: Comparison of Measured Leq to TNM 2.5 Modeled Leq.....	13
Table 4: Existing and Design Year Sound Levels	15
Table 5: Barrier Evaluation Summary	25
Table 6: Leq Noise Level (dBA) at 50 Feet for Construction Equipment.....	28
Table 7: Contour Distances (dBA) for Clements Ferry Road Phase 2.....	29



LIST OF FIGURES

Figure 1: Project Location 2
Figure 2: Typical Sections 3
Figure 3. Build 2040 Noise Impacts..... 6

APPENDICES

Appendix A: Traffic Data..... 30
Appendix B: Field Measurements 32
Appendix C: SCDOT’s Feasible and Reasonable Worksheets. 59

***Existing, No-Build, and Build TNM Files & Results provided electronically.



I. INTRODUCTION AND PROJECT DESCRIPTION

The following noise assessment has been prepared in compliance with Title 23 of the Code of Federal Regulations, Part 772 (23 CFR Part 772), and will be provided by South Carolina Department of Transportation (SCDOT) to local officials in an attempt to prevent future impacts from traffic noise. The current SCDOT Traffic Noise Abatement Policy, dated September 2014, was followed to analyze the potential noise impacts and mitigation as necessary.

A. Proposed Project Description and Existing Facility

This project consists of widening Clements Ferry Road for approximately 4.5 miles from Jack Primus Road to SC 41 (Figure 1). The improvements involve widening the two-lane roadway to a four-lane roadway and adding a curb and gutter, a median, and multi-use path along one or both sides of the roadway per typical sections (Figure 2).

B. Existing Land Uses

Land use adjacent to Clements Ferry Road on the southern side is a mixture of residential and commercial, while the northern side is predominantly comprised of rural open land. There are three places of worship in the project area and a community center/museum. There is one industrial/commercial-retail land use in the project area.

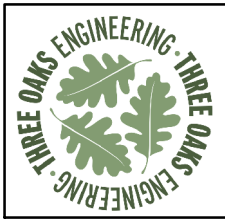
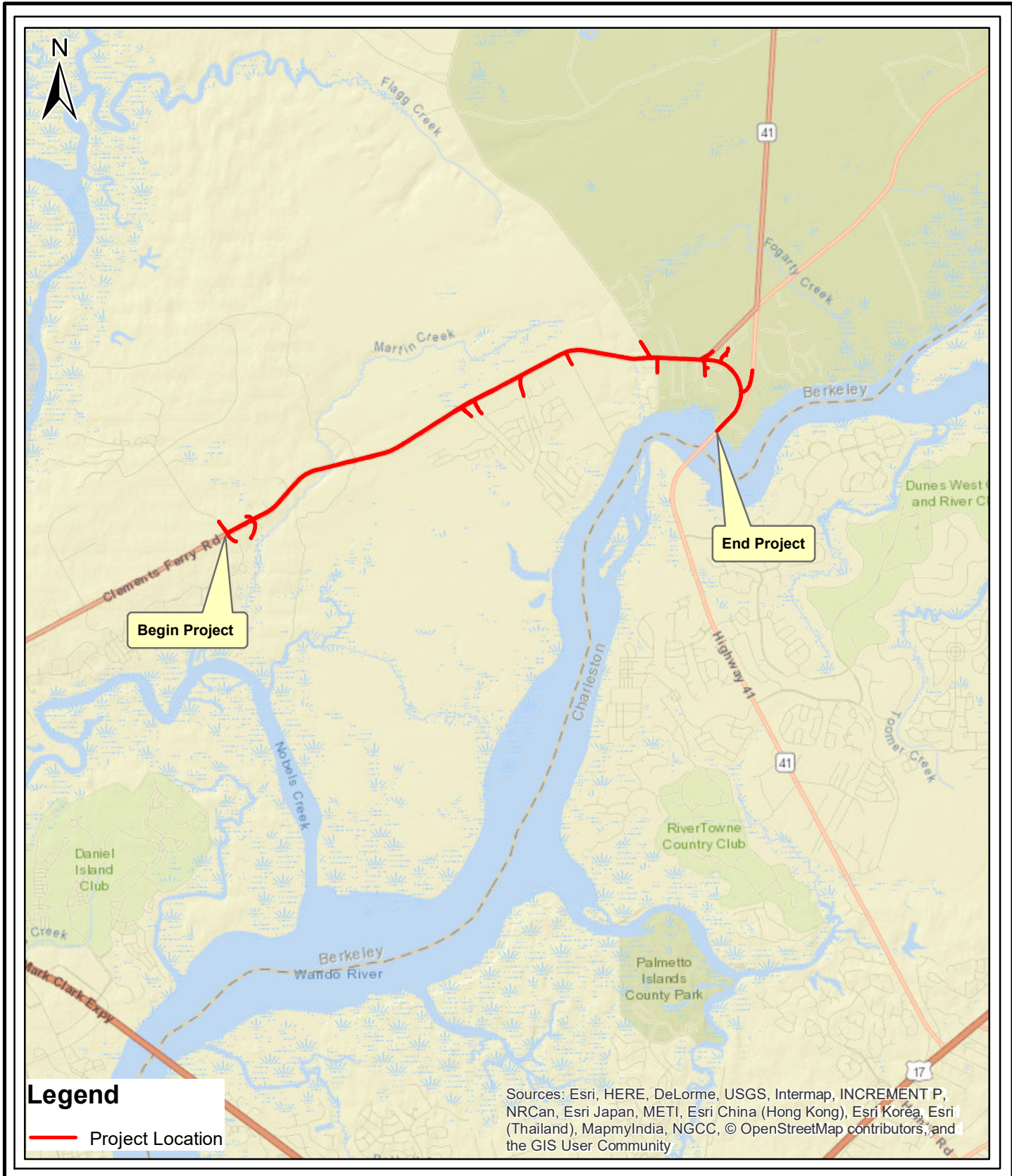
II. ANALYSIS METHODOLOGY

A. Model Used and Assumptions

Federal Highway Administration (FHWA) Traffic Noise Model (TNM 2.5) was used to derive existing and future noise levels. Traffic data was obtained from actual SCDOT vehicle counts and the traffic study entitled “Clements Ferry Road from Jack Primus Road to SC 41 Widening Study,” prepared by Haselden and Associates in September 2017. Applicable model features, such as shared-use paths and sidewalks were added to the analysis to provide accurate sound level results.

B. Traffic Data

Traffic data (and design files) for the proposed project were provided by Infrastructure Consulting & Engineering. The traffic report included the estimated Average Annual Daily Traffic (AADT) for the existing year (2015) and the design year (2040) and SCDOT’s 2015 peak hour traffic counts that included fleet mix percentages. Design Hour Volume (DHV) percentages were derived from SCDOT’s 2015 peak hour traffic counts and applied to the 2040 volumes (Appendix A). For the Build Alternative, 92-97 percent of the DHV was automobiles, pickup trucks and sport utility vehicles (SUV’s). The percent of heavy duty trucks was 3-8 percent of the DHV. Although medium trucks were observed during field data collection, all truck were assumed to be heavy trucks since the SCDOT’s actual traffic counts that showed all were heavy duty trucks. By assuming all the trucks to be heavy, the predicted noise represents the worst-case scenario.



Prepared For:

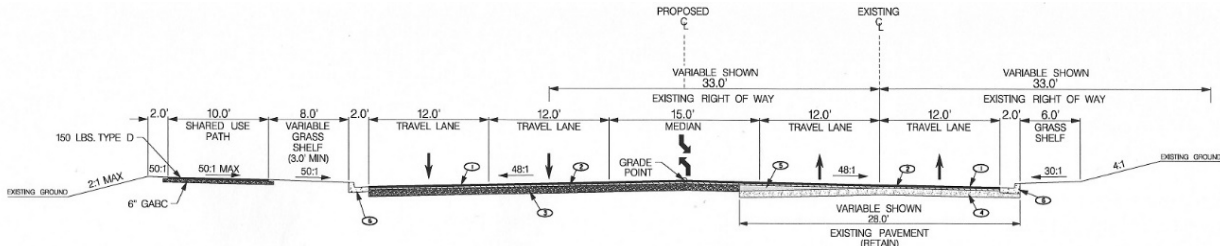
Project Location
Berkeley County,
South Carolina

0 0.5 1 2 Miles

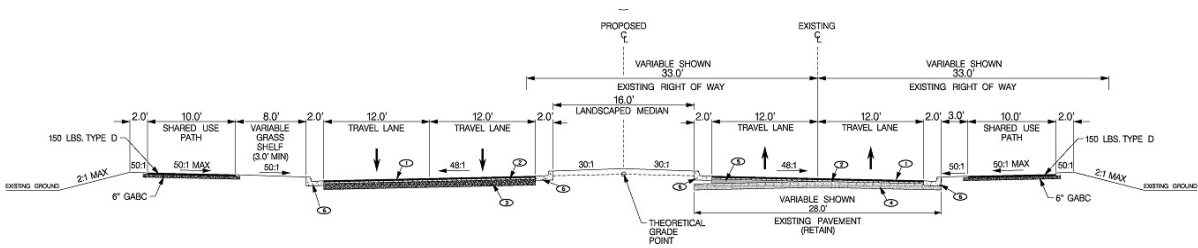
Date: **February 12, 2018**
 Scale: **1 inch = 1 miles**
 Job No.: **18-001**
 Drawn By: **SMM** Checked By: **HMR**

Figure
1

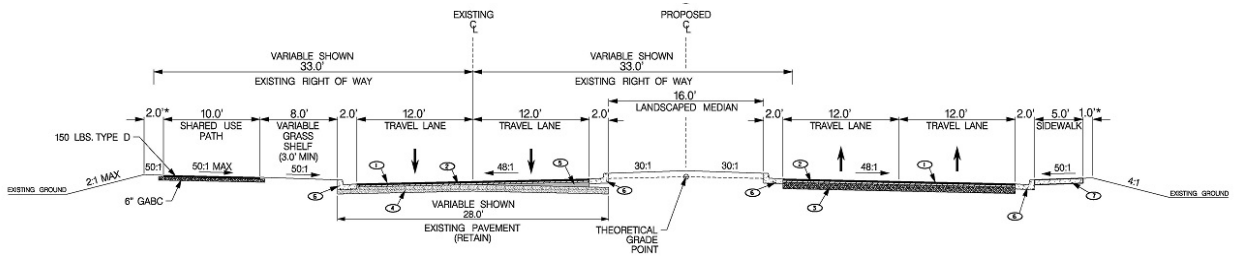
Figure 2: Typical Section



TYPICAL SECTION FROM JACK PRIMUS ROAD TO POINT HOPE PARKWAY



TYPICAL SECTION FROM POINT HOPE PARKAY TO PENINSULA COVE DRIVE



TYPICAL SECTION FROM PENINSULA COVE DRIVE TO SC 41



Appendix A identifies the fleet mix and speed limit for each segment along Clements Ferry Road. In addition, a 50/50 directional split, 12-foot travel lanes, and outside shoulders were used for all scenarios.

C. Receiver Locations

Sensitive receivers and/or land use types were first identified using aerial photography and street level views from <http://maps.google.com>, then field verified. Exterior usage receiver categories that are potentially impacted by the proposed project include FHWA-developed Noise Abatement Criteria (NAC) categories B, C, D, E, and F (refer to Table 1).

Based on aerial photography and a field visits, four (4) locations were further evaluated for potentially sensitive receivers. These locations were undeveloped areas that had recently been cleared for development. Information from the City of Charleston and Berkeley County was obtained on January 25, 2018 and used to determine if any building permits had been issued in these undeveloped areas. If building permits had been issued, the sites were included as receivers in the noise model, per 23 CFR §772.11(b)(vii)(A). Sixteen (16) undeveloped residential lots at the Cove at Martin's Creek were included in the traffic noise model (Figure 3). A future mixed-use development at Point Hope Parkway was also included in the traffic noise model based on the approved building permit. Cainhoy Village, a residential development along Cainhoy Village Road, was not included because building permits have not been approved. Thirty-two (32) residential receivers were added to the traffic noise model at the Oak Bluff development that is now under construction (Figure 3).

D. Field Measurements

Ambient noise field measurements were taken at 8 different locations along Clements Ferry Road (Figure 3). Noise measurements were taken during the weekday period between June 14th and June 17, 2016 during the AM and/or PM peak traffic periods. These were performed in accordance with the FHWA publication "Measurement of Highway-related Noise."

Vehicles were counted and the type of vehicles were noted during the field measurements. Meteorological conditions and local features were noted for each site. Table 2 summarizes the information for the ambient noise field measurements and Appendix B contains the field measurement data sheets.

E. Model Validation

Using the ambient noise field measurements shown in Table 2, the TNM2.5 model was validated per the requirements in 23 CFR §772.11(d)(2). Leq is defined as the equivalent steady-state sound level which in a stated period of time contains the



same acoustic energy as the time-varying sound level during the same time period, with $Leq(h)$ being the hourly value of Leq . Table 3 compares the measured Leq versus modeled Leq for the sites during the measurement period. Based on SCDOT Policy, if the measured and modeled Leq are within 3 dBA, the model is validated. Table 3 shows that the difference between the modeled and measured Leq , where applicable, was ≤ 3.0 dBA at the sites; therefore, the model is validated.

Table 1: 23 CFR Part 772, Table 1 Noise Abatement Criteria (NAC) Hourly A Weighted Sound Level in Decibels (dB(A))

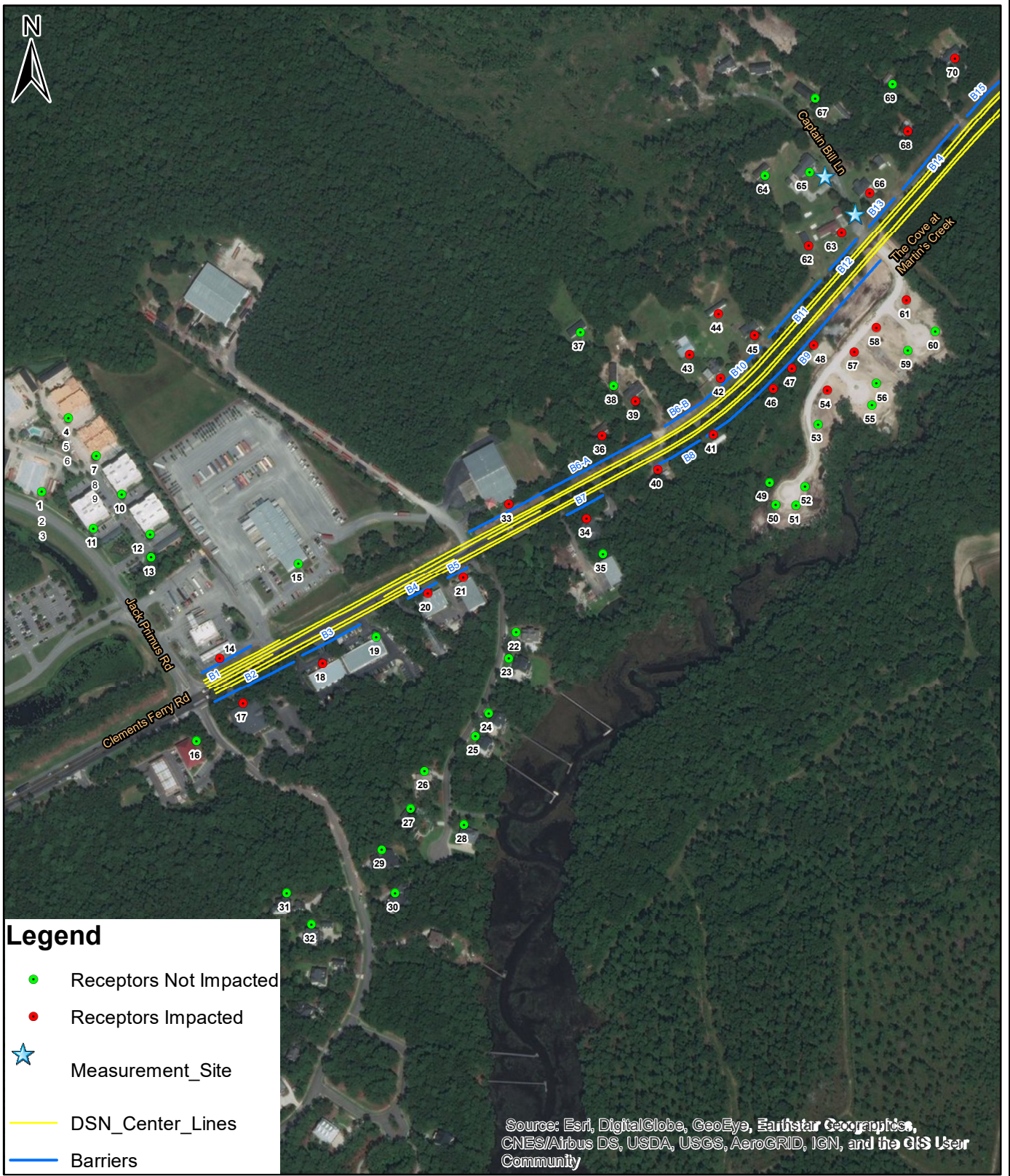
Activity Category	$Leq(h)^{\backslash 1,2\}$	L10 (h) $\backslash 1,2\}$	Evaluation Location	Description of Activity Category
A	57	60	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B $\backslash 3\}$	67	70	Exterior	Residential.
C $\backslash 3\}$	67	70	Exterior	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	55	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E $\backslash 3\}$	72	75	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F				Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G				Undeveloped lands that are not permitted.

SOURCE: 23 CFR Part 772






\1\ Either $Leq(h)$ or L10(h) (but not both) may be used on a project.

\2\ The $Leq(h)$ and L10(h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement measures.

\3\ Includes undeveloped lands permitted for this activity category.



Legend

-  Receptors Not Impacted
-  Receptors Impacted
-  Measurement_Site
-  DSN_Center_Lines
-  Barriers

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Prepared For:



**Build 2040 Noise Impacts
Berkeley County,
South Carolina**

0 250 500 1,000 Feet

Date: March 21, 2018

Scale:
1 inch = 500 feet

Job No.:
18-001

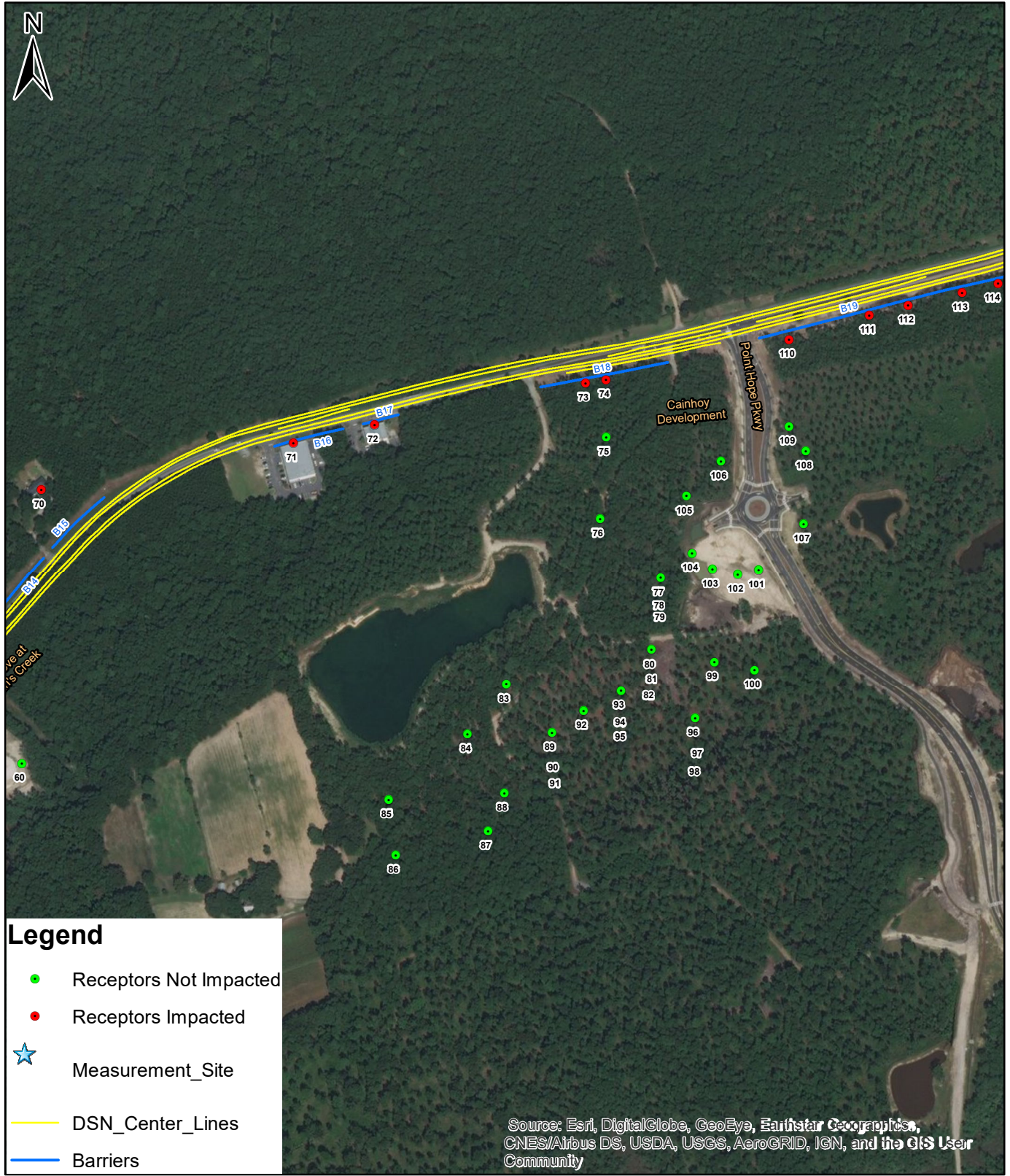
Drawn By:
SMM

Checked By:
HMR

Figure

3

Sheet 1 of 7



Legend

- Receptors Not Impacted
- Receptors Impacted
- ★ Measurement_Site
- DSN_Center_Lines
- Barriers

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



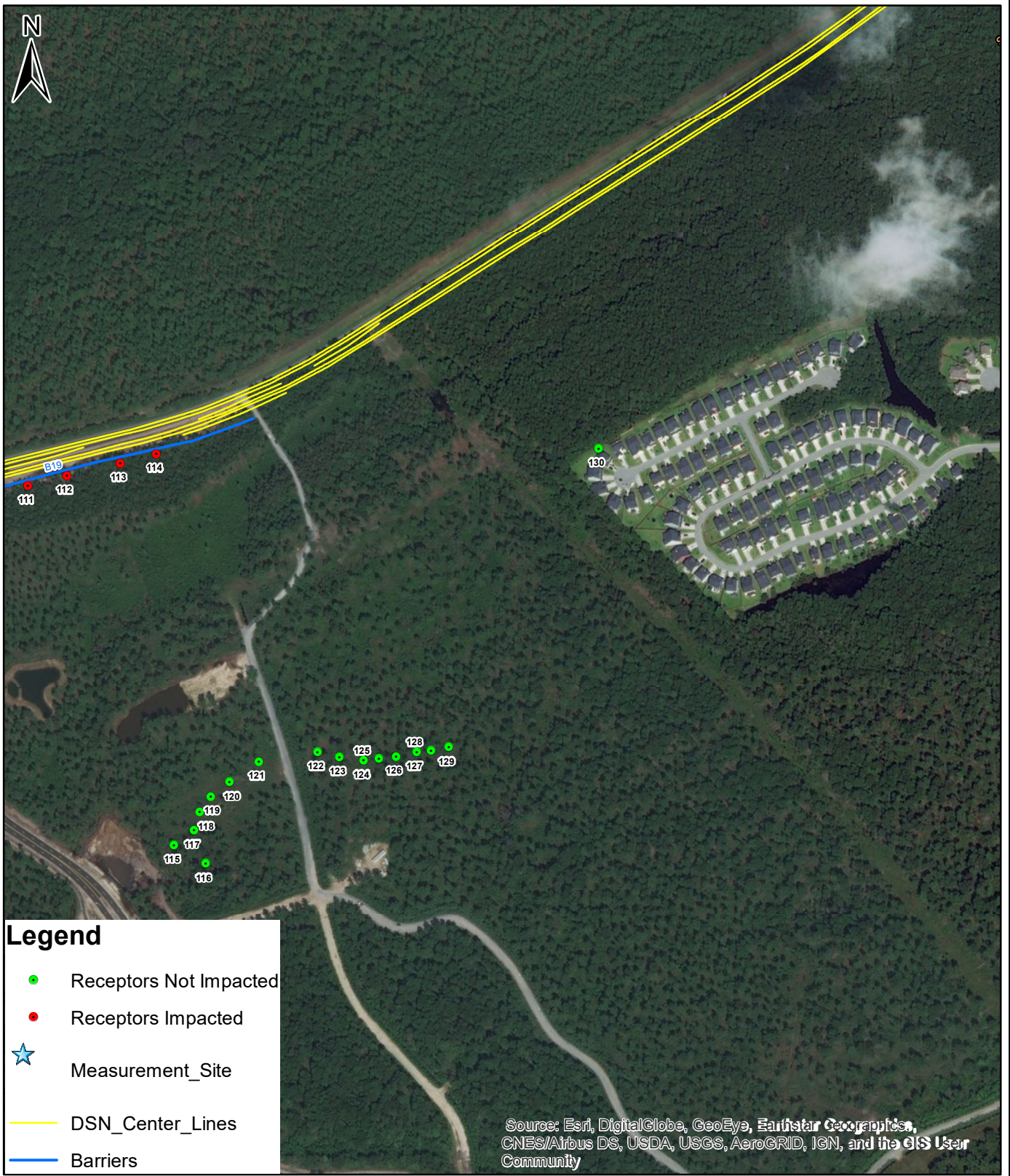
Prepared For:
IE

Build 2040 Noise Impacts
Berkeley County,
South Carolina

0 250 500 1,000 Feet

Date: March 21, 2018
Scale: 1 inch = 500 feet
Job No.: 18-001
Drawn By: SMM
Checked By: HMR

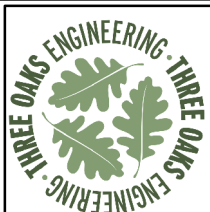
Figure
3
Sheet 2 of 7



Legend

- Receptors Not Impacted
- Receptors Impacted
- ★ Measurement_Site
- DSN_Center_Lines
- Barriers

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Prepared For:



**Build 2040 Noise Impacts
Berkeley County,
South Carolina**

0 250 500 1,000 Feet

Date: March 21, 2018

Scale: 1 inch = 500 feet

Job No.: 18-001

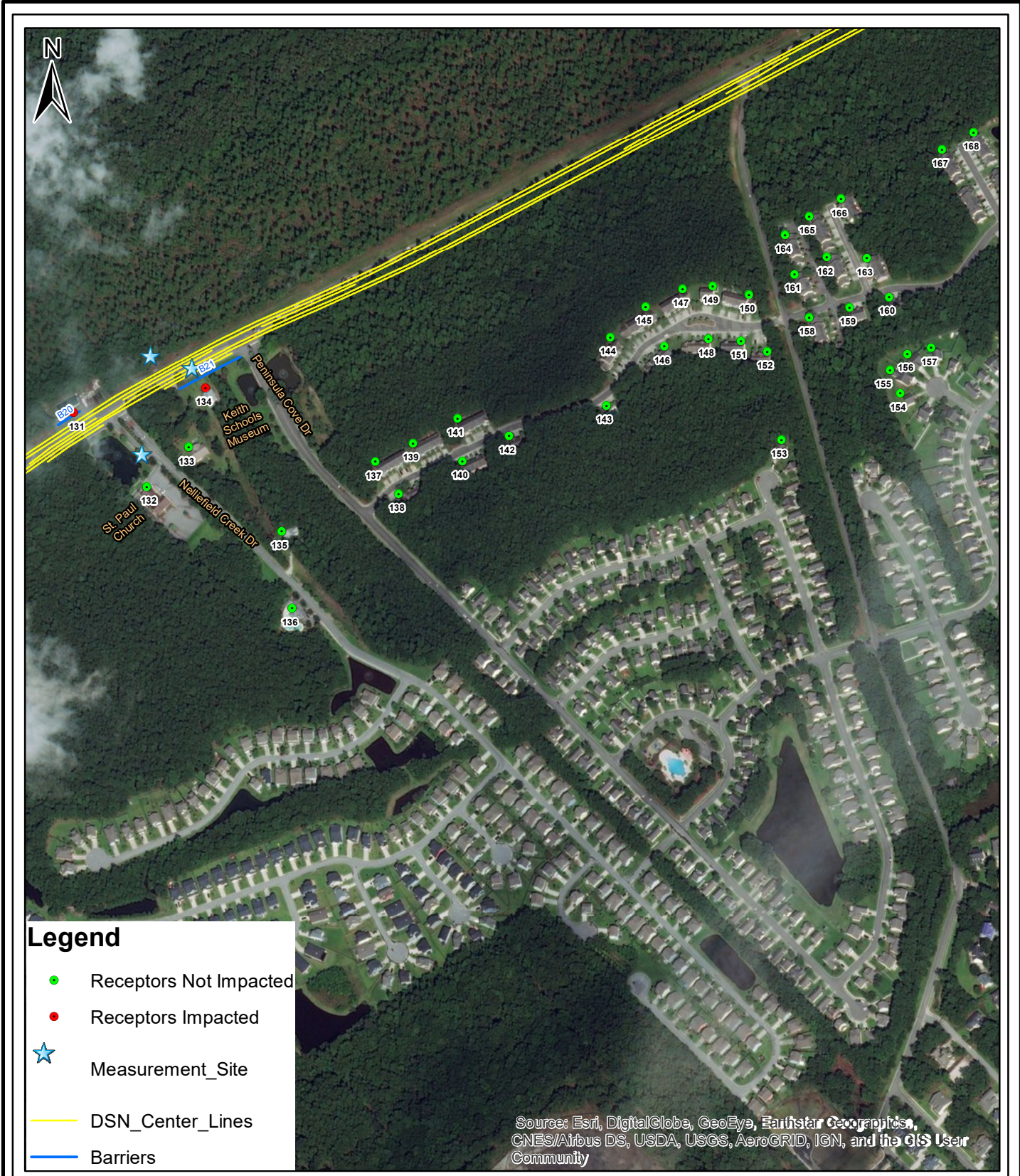
Drawn By: SMM

Checked By: HMR

Figure

3

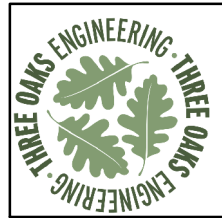
Sheet 3 of 7

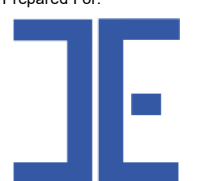


Legend

- Receptors Not Impacted
- Receptors Impacted
- ★ Measurement_Site
- DSN_Center_Lines
- Barriers

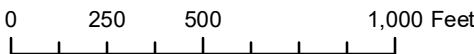
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Prepared For:


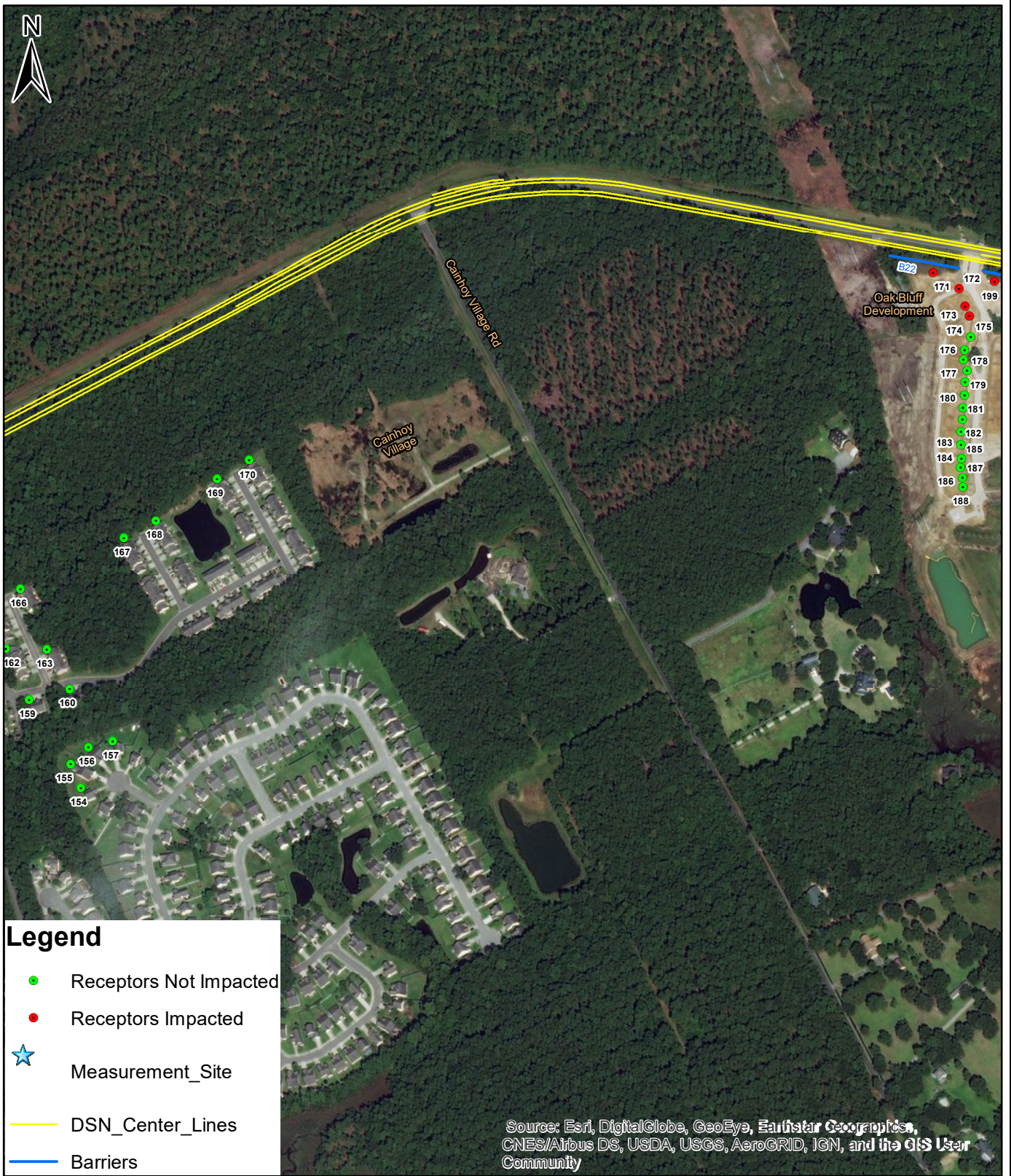
Build 2040 Noise Impacts
 Berkeley County,
 South Carolina

0 250 500 1,000 Feet



Date: March 21, 2018
 Scale: 1 inch = 500 feet
 Job No.: 18-001
 Drawn By: SMM
 Checked By: HMR

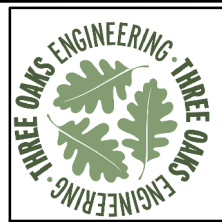
Figure
3
 Sheet 4 of 7




Legend

- Receptors Not Impacted
- Receptors Impacted
- ★ Measurement_Site
- DSN_Center_Lines
- Barriers

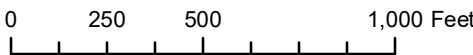
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Prepared For:


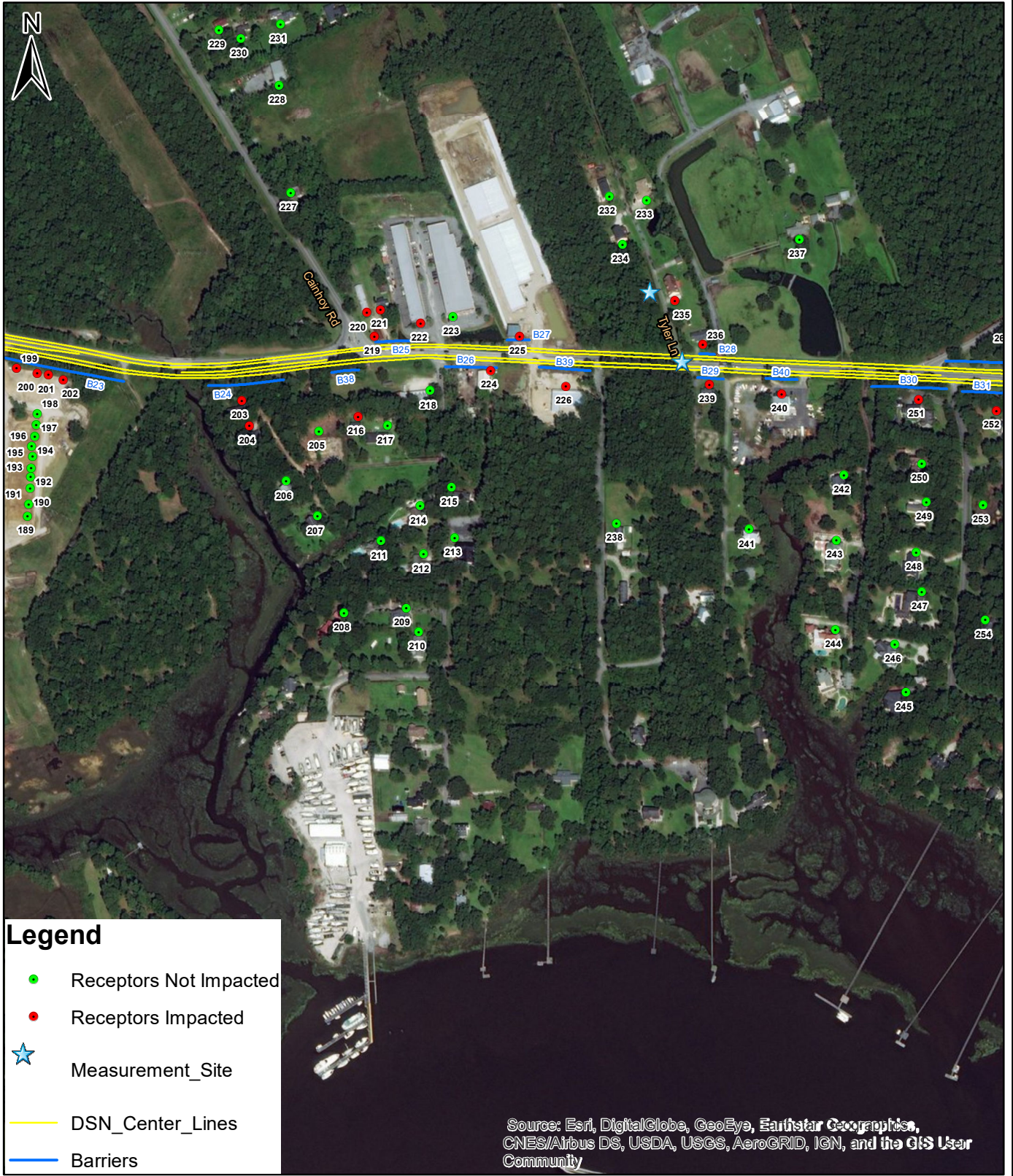
Build 2040 Noise Impacts
 Berkeley County,
 South Carolina

0 250 500 1,000 Feet



Date: March 21, 2018
 Scale: 1 inch = 500 feet
 Job No.: 18-001
 Drawn By: SMM
 Checked By: HMR

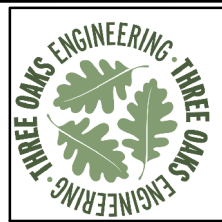
Figure
3
 Sheet 5 of 7



Legend

- Receptors Not Impacted
- Receptors Impacted
- ★ Measurement_Site
- DSN_Center_Lines
- Barriers

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



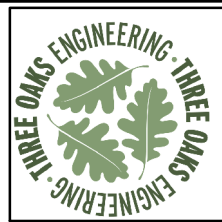
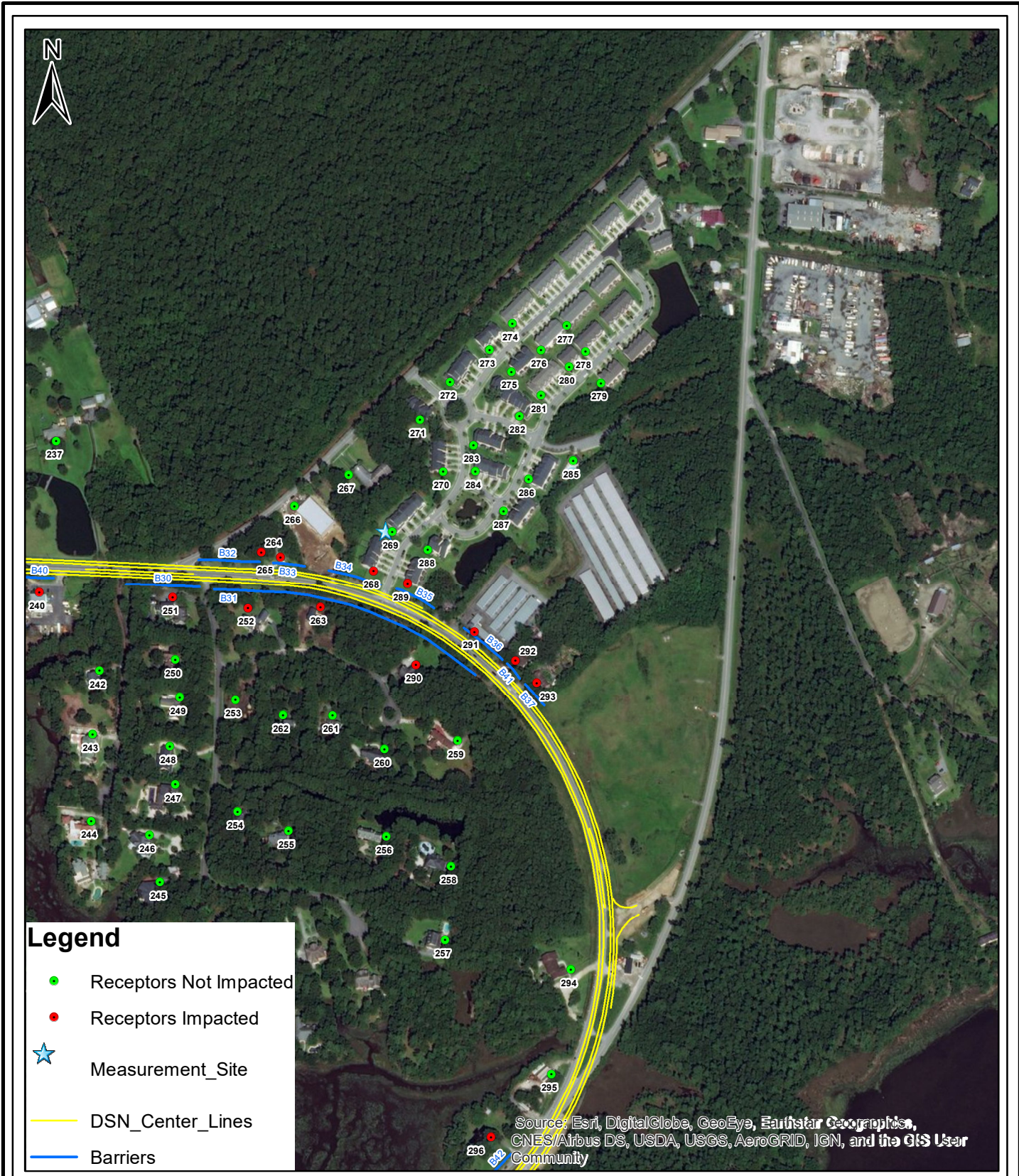
Prepared For:

Build 2040 Noise Impacts
 Berkeley County,
 South Carolina

0 250 500 1,000 Feet

Date: March 21, 2018
 Scale: 1 inch = 500 feet
 Job No.: 18-001
 Drawn By: SMM
 Checked By: HMR

Figure
3
 Sheet 6 of 7



Prepared For:

Build 2040 Noise Impacts
 Berkeley County,
 South Carolina

0 250 500 1,000 Feet

Date: March 21, 2018
 Scale: 1 inch = 500 feet
 Job No.: 18-001
 Drawn By: SMM
 Checked By: HMR

Figure
3
 Sheet 7 of 7



Table 2: Field Data Count and Classification Summary

Location		Date	Time Period (min)	Traffic Counts Data									
				Northbound					Southbound				
				HT	MT	Auto	Bus	MC	HT	MT	Auto	Bus	MC
Keith Museum	A/B	6/14/2016	30	35	7	218	0	0	47	12	232	0	1
Captain Bill	A/B	6/14/2016	10	17	4	130	-	-	13	18	114	-	-
			10	10	6	124	-	-	15	7	112	-	-
			10	14	5	146	-	-	8	5	124	-	-
			30	41	15	400	0	0	36	30	350	0	0
Tyler St	A/B	6/14/2016	25	23	4	363	0	0	14	6	138	0	0
St. Paul Baptist		6/17/2016	30	35	11	250	0	2	35	6	227	0	0
Bennington		6/17/2016	20	3	6	100	0	2	4	3	104	0	1

Notes:

MT - Medium Trucks HT - Heavy Trucks MC - Motorcycles

Observations during field activities:

Excessive activity during Captain Bill traffic tally field work initiated professional to break count into ten minute segments. Free flowing traffic, but not full speed (45 mph)

Table 3: Comparison of Measured Leq to TNM 2.5 Modeled Leq

Receptor	Measured Leq	Modeled Leq	Difference
Keith Museum A	68.1	70.9	-2.8
Keith Museum B	69.8	71.7	-1.9
Captain Bill B	66.7	64.4	2.3
Captain Bill A	70.6	72.5	-1.9
St. Paul Church	62.2	63.2	-1
Tyler St South A	71.4	69.5	1.9
Tyler St North B	60.7	60.8	-0.1
Bennington Dr	56.3	56.7	-0.4



III. TRAFFIC NOISE IMPACTS

The FHWA has developed noise abatement criteria and procedures in 23 CFR Part 772, as shown in Table 1, that states that traffic noise impacts occur when either:

- 1) the predicted traffic noise levels approach (within 1 dBA) or exceed the FHWA NAC for the applicable activity category shown in Table 1; or,
- 2) the predicted traffic noise levels substantially exceed the existing noise levels by ≥ 15 dBA.

The TNM 2.5 model results for the existing condition, and the 2040 design year No-Build and Build Alternative can be found in Table 4. A total of 73 receivers would exceed the NAC threshold for the 2040 Build Alternative. No receivers would have a substantial increase impact for the 2040 Build Alternative.

A. Modeled and/or Measured Existing Year Noise Levels

In the existing condition (2015) there are 17 receivers that have noise levels that approach or exceed the NAC criteria for its respective land use. Thirteen (13) of the receivers are residential, three (3) are commercial, and one (1) is a museum/community center (Keith School Museum).

B. Modeled Design Year (2040) No-Build Alternative Noise Levels

There are 67 receivers that would have noise levels that approach or exceed the NAC criteria for its respective land use. Forty-five (45) of the receivers are residential, 21 are commercial, and one (1) is a museum/community center (Keith School Museum).

C. Modeled Design Year (2040) Build Alternative Noise Levels

There are 73 receivers that would have noise levels that approach or exceed the NAC criteria for its respective land use. Forty-nine (49) of the receivers are residential, twenty-three (23) are commercial, and one (1) is a museum/community center (Keith School Museum).



Table 4: Existing and Design Year Sound Levels

Receptor Number	Existing	2040 No-Build	2040 Build	Increase over Existing	NAC Impact?	NAC	Land Use
1	48.0	54.3	54.0	6.0	N	66	B
2	51.6	57.9	57.2	5.6	N	66	B
3	53.0	59.2	58.1	5.1	N	66	B
4	46.3	52.5	52.3	6.0	N	66	B
5	49.9	56.2	55.6	5.7	N	66	B
6	51.4	57.6	56.6	5.2	N	66	B
7	47.9	54.2	54.1	6.2	N	66	B
8	51.6	57.9	57.3	5.7	N	66	B
9	53.0	59.3	58.2	5.2	N	66	B
10	49.8	56.1	56.0	6.2	N	66	B
11	50.6	56.9	56.7	6.1	N	66	B
12	52.5	58.8	58.7	6.2	N	66	B
13	53.9	60.2	60.0	6.1	N	66	B
14	70.0	76.2	75.1	5.1	Y	71	E
15	60.3	66.6	66.4	6.1	N		F
16	64.1	70.4	69.3	5.2	N	71	E
17	67.8	74.0	72.1	4.3	Y	71	E
18	66.9	73.2	71.3	4.4	Y	71	E
19	66.6	72.9	70.9	4.3	N	71	E
20	71.9	78.2	75.4	3.5	Y	71	E
21	71.1	77.4	74.6	3.5	Y	71	E
22	58.5	64.8	62.7	4.2	N	66	B
23	56.8	63.1	61.2	4.4	N	66	B
24	54.4	60.7	59.0	4.6	N	66	B
25	53.7	60.0	58.3	4.6	N	66	B
26	53.5	59.8	58.1	4.6	N	66	B
27	52.4	58.7	56.9	4.5	N	66	B
28	50.5	56.8	55.3	4.8	N	66	B
29	51.5	57.7	56.0	4.5	N	66	B
30	49.7	56.0	54.5	4.8	N	66	B
31	51.7	57.9	56.3	4.6	N	66	B
32	50.1	56.4	54.7	4.6	N	66	B
33	69.4	75.6	74.9	5.5	Y	71	E
34	68.9	75.2	71.7	2.8	Y	71	E
35	61.4	67.7	65.1	3.7	N	71	E
36	65.4	71.6	70.2	4.8	Y	66	B
37	54.8	61.1	60.5	5.7	N	66	B
38	59.8	66.0	65.3	5.5	N	66	B
39	63.6	69.8	67.7	4.1	Y	66	B
40	71.9	78.1	75.4	3.5	Y	66	B



Table 4: Existing and Design Year Sound Levels

Receptor Number	Existing	2040 No-Build	2040 Build	Increase over Existing	NAC Impact?	NAC	Land Use
41	70.7	77.0	75.6	4.9	Y	66	B
42	72.6	78.8	75.4	2.8	Y	66	B
43	63.6	69.9	67.1	3.5	Y	66	B
44	62.3	68.6	66.1	3.8	Y	66	B
45	70.8	77.1	73.2	2.4	Y	66	B
46	71.2	77.5	80.1	8.9	Y	66	B
47	72.1	78.4	80.4	8.3	Y	66	B
48	72.2	78.5	79.9	7.7	Y	66	B
49	57.9	64.2	62.4	4.5	N	66	B
50	56.6	62.9	62.4	5.8	N	66	B
51	55.8	62.0	61.6	5.8	N	66	B
52	56.0	62.3	62.4	6.4	N	66	B
53	59.0	65.3	63.9	4.9	N	66	B
54	61.0	67.3	66.2	5.2	Y	66	B
55	56.9	63.1	62.0	5.1	N	66	B
56	57.3	63.5	63.0	5.7	N	66	B
57	61.6	67.9	67.1	5.5	Y	66	B
58	61.5	67.8	66.6	5.1	Y	66	B
59	57.2	63.5	63.2	6.0	N	66	B
60	57.0	63.2	62.0	5.0	N	66	B
61	60.8	67.1	66	5.2	Y	66	B
62	66.5	72.8	69	2.5	Y	66	B
63	70.1	76.4	72	1.9	Y	66	B
64	56.0	62.3	61.4	5.4	N	66	B
65	58.8	65.1	63.8	5.0	N	66	B
66	68.7	75.0	71	2.3	Y	66	B
67	55.0	61.3	60.4	5.4	N	66	B
68	65.8	72.1	68.6	2.8	Y	66	B
69	59.0	65.3	64.0	5.0	N	66	B
70	62.4	68.7	66.4	4.0	Y	66	B
71	74.7	81.0	77.5	2.8	Y	71	E
72	69.8	76.1	72.6	2.8	Y	71	E
73	70.7	76.9	76.3	5.6	Y	71	E
74	70.4	76.6	76.6	6.2	Y	71	E
75	59.3	65.6	64.5	5.2	N	71	E
76	53.0	59.3	59.1	6.1	N	71	E
77	49.4	55.7	55.5	6.1	N	66	B
78	53.7	60.0	58.5	4.8	N	66	B
79	55.2	61.5	59.7	4.5	N	66	B
80	47.0	53.3	53.3	6.3	N	66	B



Table 4: Existing and Design Year Sound Levels

Receptor Number	Existing	2040 No-Build	2040 Build	Increase over Existing	NAC Impact?	NAC	Land Use
81	51.0	57.3	56.4	5.4	N	66	B
82	53.0	59.3	57.3	4.3	N	66	B
83	47.2	53.5	53.0	5.8	N	66	B
84	46.2	52.5	52.0	5.8	N	66	B
85	45.6	51.8	51.4	5.8	N	66	B
86	44.6	50.9	50.5	5.9	N	66	B
87	44.4	50.7	50.9	6.5	N	66	B
88	44.8	51.1	50.8	6.0	N	66	B
89	45.6	51.9	51.5	5.9	N	66	B
90	49.3	55.6	54.8	5.5	N	66	B
91	51.4	57.7	55.9	4.5	N	66	B
92	45.9	52.2	51.8	5.9	N	66	B
93	46.1	52.4	52.1	6.0	N	66	B
94	50.0	56.3	55.5	5.5	N	66	B
95	52.1	58.4	56.5	4.4	N	66	B
96	45.1	51.4	52.2	7.1	N	66	B
97	48.5	54.8	54.3	5.8	N	66	B
98	50.7	57.0	55.4	4.7	N	66	B
99	46.2	52.5	52.4	6.2	N	66	B
100	45.8	52.0	52.7	6.9	N	66	B
101	49.0	55.3	56.3	7.3	N	71	E
102	49.1	55.4	56.1	7.0	N	71	E
103	49.5	55.8	56.5	7.0	N	71	E
104	50.2	56.4	56.4	6.2	N	71	E
105	53.1	59.4	59.5	6.4	N	71	E
106	54.9	61.2	61.4	6.5	N	71	E
107	50.2	56.4	56.7	6.5	N	71	E
108	54.3	60.5	60.7	6.4	N	71	E
109	56.1	62.4	62.6	6.5	N	71	E
110	66.4	72.7	72.9	6.5	Y	71	E
111	67.7	74.0	74.2	6.5	Y	71	E
112	69.1	75.4	75.9	6.8	Y	71	E
113	69.0	75.2	75.9	6.9	Y	71	E
114	69.5	75.8	76.9	7.4	Y	71	E
115	44.3	50.5	52.5	8.2	N	66	B
116	43.9	50.2	52.1	8.2	N	66	B
117	44.4	50.7	52.7	8.3	N	66	B
118	44.8	51.1	53.1	8.3	N	66	B
119	44.9	51.2	53.0	8.1	N	66	B
120	45.0	51.3	54.9	9.9	N	66	B



Table 4: Existing and Design Year Sound Levels

Receptor Number	Existing	2040 No-Build	2040 Build	Increase over Existing	NAC Impact?	NAC	Land Use
121	45.3	51.6	53.5	8.2	N	66	B
122	45.1	51.3	53.2	8.1	N	66	B
123	44.8	51.1	53.0	8.2	N	66	B
124	44.6	50.9	53.0	8.4	N	66	B
125	44.5	50.8	52.8	8.3	N	66	B
126	44.5	50.7	53.0	8.5	N	66	B
127	44.4	50.6	52.8	8.4	N	66	B
128	44.3	50.6	52.7	8.4	N	66	B
129	44.2	50.5	52.6	8.4	N	66	B
130	49.4	55.7	57.8	8.4	N	66	B
131	72.6	78.9	77.3	4.7	Y	66	B
132	58.3	64.5	64.5	6.2	N	66	C/D
133	58.7	64.9	65.3	6.6	N	66	B
134	66.1	72.3	72	5.9	Y	66	C/D
135	50.5	56.8	57.7	7.2	N	66	B
136	47.9	54.1	54.2	6.3	N	66	B
137	50.9	57.2	57.9	7.0	N	66	B
138	49.1	55.3	55.9	6.8	N	66	B
139	50.8	57.1	57.8	7.0	N	66	B
140	48.9	55.2	55.8	6.9	N	66	B
141	50.8	57.0	57.8	7.0	N	66	B
142	48.9	55.1	55.8	6.9	N	66	B
143	48.1	54.4	55.1	7.0	N	66	B
144	50.8	57.0	58.1	7.3	N	66	B
145	51.3	57.5	58.6	7.3	N	66	B
146	49.1	55.3	56.4	7.3	N	66	B
146	51.3	57.5	58.6	7.3	N	66	B
148	48.5	54.7	55.8	7.3	N	66	B
149	50.7	56.9	58.0	7.3	N	66	B
150	49.5	55.7	56.6	7.1	N	66	B
151	48.0	54.2	54.9	6.9	N	66	B
152	47.2	53.4	54.1	6.9	N	66	B
153	44.9	51.1	52.0	7.1	N	66	B
154	44.6	50.9	51.6	7.0	N	66	B
155	45.1	51.4	52.2	7.1	N	66	B
156	45.2	51.5	52.3	7.1	N	66	B
157	45.1	51.4	51.9	6.8	N	66	B
158	47.5	53.7	54.6	7.1	N	66	B
159	47.3	53.6	54.2	6.9	N	66	B
160	47.0	53.3	54.0	7.0	N	66	B



Table 4: Existing and Design Year Sound Levels

Receptor Number	Existing	2040 No-Build	2040 Build	Increase over Existing	NAC Impact?	NAC	Land Use
161	49.3	55.6	56.5	7.2	N	66	B
162	49.3	55.6	56.5	7.2	N	66	B
163	48.4	54.6	55.5	7.1	N	66	B
164	51.3	57.5	58.6	7.3	N	66	B
165	51.6	57.8	58.9	7.3	N	66	B
166	51.6	57.9	59.0	7.4	N	66	B
167	51.3	57.5	58.8	7.5	N	66	B
168	51.3	57.5	58.8	7.5	N	66	B
169	51.7	58.0	59.2	7.5	N	66	B
170	51.8	58.1	59.3	7.5	N	66	B
171	65.1	71.3	72.5	7.4	Y	66	B
172	62.8	69.0	69.6	6.8	Y	66	B
173	59.8	66.0	66.7	6.9	Y	66	B
174	58.7	64.9	66.0	7.3	Y	66	B
175	56.2	62.5	63.9	7.7	N	66	B
176	54.9	61.2	62.8	7.9	N	66	B
177	54.2	60.4	62.1	7.9	N	66	B
178	53.5	59.7	61.4	7.9	N	66	B
179	52.7	58.9	60.5	7.8	N	66	B
180	51.9	58.1	59.6	7.7	N	66	B
181	51.1	57.3	58.8	7.7	N	66	B
182	50.5	56.7	58.2	7.7	N	66	B
183	49.9	56.1	57.5	7.6	N	66	B
184	49.2	55.4	56.7	7.5	N	66	B
185	48.6	54.8	56.0	7.4	N	66	B
186	48.2	54.4	55.6	7.4	N	66	B
187	47.8	54.0	55.1	7.3	N	66	B
188	47.5	53.7	54.8	7.3	N	66	B
189	50.2	56.5	58.0	7.8	N	66	B
190	50.9	57.2	58.7	7.8	N	66	B
191	51.9	58.1	59.8	7.9	N	66	B
192	52.6	58.8	60.5	7.9	N	66	B
193	53.1	59.4	61.1	8.0	N	66	B
194	53.9	60.2	62.0	8.1	N	66	B
195	54.7	61.0	62.9	8.2	N	66	B
196	55.6	61.9	63.7	8.1	N	66	B
197	56.7	63.0	64.6	7.9	N	66	B
198	58.0	64.2	65.8	7.8	N	66	B
199	65.1	71.4	73.6	8.5	Y	66	B
200	64.6	70.9	73.5	8.9	Y	66	B



Table 4: Existing and Design Year Sound Levels

Receptor Number	Existing	2040 No-Build	2040 Build	Increase over Existing	NAC Impact?	NAC	Land Use
201	64.4	70.6	73.4	9.0	Y	66	B
202	63.9	70.1	72.8	8.9	Y	66	B
203	63.4	69.6	71.1	7.7	Y	66	B
204	59.0	65.2	66.6	7.6	Y	66	B
205	57.7	63.9	65.2	7.5	N	66	B
206	53.3	59.5	61.2	7.9	N	66	B
207	50.9	57.2	58.8	7.9	N	66	B
208	46.5	52.8	53.9	7.4	N	66	B
209	46.5	52.8	54.1	7.6	N	66	B
210	45.8	52.1	53.2	7.4	N	66	B
211	49.2	55.5	57.0	7.8	N	66	B
212	48.5	54.8	56.2	7.7	N	66	B
213	49.2	55.5	57.1	7.9	N	66	C/D
214	51.0	57.3	59.0	8.0	N	66	B
215	51.9	58.2	59.9	8.0	N	66	B
216	58.7	65.0	66.2	7.5	Y	66	B
217	57.3	63.6	64.8	7.5	N	66	B
218	61.2	67.6	68.8	7.6	N	71	E
219	71.3	77.6	77.1	5.8	Y	66	B
220	62.1	68.3	68.7	6.6	Y	66	B
221	61.5	67.8	68.4	6.9	Y	66	B
222	64.1	70.4	72.0	7.9	Y	71	E
223	62.4	68.7	69.9	7.5	N	71	E
224	69.1	75.5	76.4	7.3	Y	71	E
225	68.5	74.9	77.8	9.3	Y	71	E
226	63.5	69.8	71.3	7.8	Y	71	E
227	50.9	57.2	58.4	7.5	N	66	B
228	46.4	52.7	53.6	7.2	N	71	E
229	45.1	51.4	52.0	6.9	N	66	B
230	45.2	51.5	52.2	7.0	N	66	B
231	44.8	51.1	51.8	7.0	N	66	B
232	50.0	56.3	58.8	8.8	N	66	B
233	50.0	56.4	58.8	8.8	N	66	B
234	52.7	59.1	61.8	9.1	N	66	B
235	57.8	64.2	66.5	8.7	Y	66	B
236	66.7	73.1	75.3	8.6	Y	66	B
237	51.6	58.1	60.6	9.0	N	66	B
238	49.8	56.2	58.2	8.4	N	66	B
239	65.0	71.3	74.4	9.4	Y	66	B
240	62.8	69.2	72.1	9.3	Y	71	E



Table 4: Existing and Design Year Sound Levels

Receptor Number	Existing	2040 No-Build	2040 Build	Increase over Existing	NAC Impact?	NAC	Land Use
241	49.5	55.9	58.3	8.8	N	66	B
242	52.6	59.1	62.5	9.9	N	66	B
243	48.9	55.3	57.8	8.9	N	66	B
244	45.4	52.0	53.6	8.2	N	66	B
245	43.9	50.6	52.0	8.1	N	66	B
246	45.0	51.6	53.2	8.2	N	66	B
247	46.5	53.1	55.1	8.6	N	66	B
248	48.0	54.6	57.0	9.0	N	66	B
249	50.6	57.2	60.1	9.5	N	66	B
250	53.3	59.9	63.1	9.8	N	66	B
251	63.6	70.1	72.3	8.7	Y	66	B
252	59.9	67.0	69.7	9.8	Y	66	B
253	50.1	56.9	59.9	9.8	N	66	B
254	45.6	52.4	54.2	8.6	N	66	B
255	45.4	52.3	54.1	8.7	N	66	B
256	46.7	53.8	55.9	9.2	N	66	B
257	47.7	54.9	56.8	9.1	N	66	B
258	48.4	55.6	58.0	9.6	N	66	B
259	53.2	60.4	63.4	10.2	N	66	B
260	49.2	56.3	59.3	10.1	N	66	B
261	49.7	56.7	59.8	10.1	N	66	B
262	49.2	56.2	59.1	9.9	N	66	B
263	61.7	68.9	72	10.3	Y	66	B
264	63.0	70.1	72.5	9.5	Y	66	B
265	63.7	70.8	73.8	10.1	Y	66	B
266	54.0	61.0	63.7	9.7	N	71	E
267	50.0	57.0	60.1	10.1	N	66	C/D
268	62.3	69.6	72.6	10.3	Y	66	B
269	54.3	61.4	63.9	9.6	N	66	B
270	47.6	54.7	57.8	10.2	N	66	B
271	45.9	52.9	55.7	9.8	N	66	B
272	44.0	50.9	53.3	9.3	N	66	B
273	42.7	49.6	51.8	9.1	N	66	B
274	41.9	48.7	50.6	8.7	N	66	B
275	43.0	49.9	52.1	9.1	N	66	B
276	42.0	48.9	51.1	9.1	N	66	B
277	41.3	48.2	50.1	8.8	N	66	B
278	41.3	48.2	50.3	9.0	N	66	B
279	41.9	48.8	50.8	8.9	N	66	B
280	41.9	48.7	51.0	9.1	N	66	B



Table 4: Existing and Design Year Sound Levels

Receptor Number	Existing	2040 No-Build	2040 Build	Increase over Existing	NAC Impact?	NAC	Land Use
281	42.9	49.9	52.3	9.4	N	66	B
282	43.9	50.8	53.5	9.6	N	66	B
283	45.8	52.8	55.7	9.9	N	66	B
284	46.9	54.0	57.0	10.1	N	66	B
285	44.2	51.3	53.9	9.7	N	66	B
286	46.0	53.0	56.0	10.0	N	66	B
287	48.1	55.2	58.4	10.3	N	66	B
288	54.7	61.9	64.3	9.6	N	66	B
289	61.9	69.1	72	10.1	Y	66	B
290	58.0	65.3	67.1	9.1	Y	66	B
291	63.5	70.7	74.2	10.7	Y	71	E
292	61.7	69.0	71.7	10.0	Y	71	E
293	61.3	68.5	71.2	9.9	Y	66	B
294	60.3	67.6	68.7	8.4	N	71	E
295	64.5	71.7	70.6	6.1	N	71	E
296	60.1	67.3	66.5	6.4	Y	66	B
297	67.4	74.6	70.2	2.8	N	71	E
298	63.9	71.1	67.9	4.0	Y	66	B

IV. FEASIBLE AND RESONABLE CONSIDERATION OF ABATEMENT

Since there are receivers that would be impacted by the noise from the Design Year Build Alternative, abatement measures were considered for the proposed project.

When considering noise abatement measures, primary consideration shall be given to exterior areas where frequent human use occurs. Since South Carolina is not part of the FHWA-approved Quiet Pavement Pilot Program, the use of quieter pavements was not considered as an abatement measure for the proposed project. In addition, the planting of vegetation or landscaping was also not considered as a potential abatement measure, since it is not an acceptable Federal-aid noise abatement measure due to the fact that only dense stands of evergreen vegetation planted 100 feet deep will reduce noise levels. In accordance with 23 CFR §772.13(c), the following measures were considered and evaluated as a means to reduce or eliminate the traffic noise impacts:

- A. Acquisition of Right-of-Way - The acquisition of rights-of-way to mitigate the noise levels at the affected site would result in disruptive relocations.
- B. Traffic Management - Measures such as exclusive lane designations and signing for prohibition of certain vehicle type would prevent the project from serving its intended purpose, such as moving people, goods and services.



- C. Alteration of Horizontal and Vertical Alignments - Alignment modifications as a means of noise abatement would result in disruptive relocations for this project and would not be cost effective.
- D. Acquisition of real property or interests therein (predominately unimproved property) to serve as a buffer zone to preempt development - Adequate property is not available to create an effective buffer zone between the proposed roadway and the impacted receivers.
- E. Noise Barriers

Among the most common noise barriers are earthen berms and freestanding walls. The optimum situation for the use of free-standing noise barriers is when a dense concentration of impacted receivers lies directly adjacent to and parallel with the highway right-of-way. In these instances, one barrier can protect many people at a relatively low cost per impacted site. For this study, an earthen berm was ruled out since there is not enough room for proper sloping. Drainage and safety line-of-sight may also be an issue. Based on the need for a barrier to be continuous and to protect a dense concentration of receivers, it is typically not considered reasonable to provide abatement for single impacted receivers or on non-controlled access facilities where access and safety requirements would impact barrier placement. Clements Ferry Road is a non-controlled access facility.

When considering abatement, the SCDOT Noise Policy Guidelines state that noise abatement measures must be both feasible and reasonable. The feasibility and reasonableness of a noise barrier is determined by the following factors for Feasibility and Reasonableness.

1. Feasibility:

There are two mandatory feasibility factors that must be met for a noise abatement measure to be considered reasonable. The two mandatory factors must collectively be achieved in order for a noise abatement measure to be deemed reasonable. Failure to achieve any one of the factors will result in the noise abatement measure being deemed not feasible.

a. Acoustic Feasibility - It is SCDOT's policy that a noise reduction of at least 5 dBA must be achieved for at least 75 percent of impacted receivers for the noise abatement measure to be acoustically feasible. If this goal is not met, then abatement is determined not to be feasible and no further analysis is required.

b. Engineering Feasibility - Feasibility also includes engineering considerations. The ability to achieve noise reduction may be limited by engineering considerations such as the topographical features of the area, safety, drainage, utilities, maintenance and access. In addition, due to constructability constraints, the height of the noise abatement measure cannot exceed 25 feet.

2. Reasonableness:



There are three mandatory reasonable factors that must be met for a noise abatement measure to be considered reasonable. The three mandatory reasonable factors must collectively be achieved in order for a noise abatement measure to be deemed reasonable. Failure to achieve any one of the reasonable factors will result in the noise abatement measure being deemed not reasonable.

a. Noise Reduction Design Goal - It is SCDOT's policy that a noise reduction of at least 8 dBA must be achieved for 80% of those receivers determined to be in the first two building rows and considered benefited. Please note that the first two building rows will only be applicable if they are within 500 feet from the edge of pavement noise source. If the design goal is not met, then abatement is determined not to be reasonable and no further analysis is required.

b. Cost Effectiveness - The allowable cost of the abatement will be based on \$35.00 per square foot. This allowable cost is based on actual construction costs on recent SCDOT projects. This construction cost will be divided by the number of benefited receivers. If the cost per benefited receiver is less than \$30,000 then the barrier is determined to be cost effective.

c. Viewpoints of the Property Owners and Residents of the Benefited Receivers – If the noise reduction design goal and cost effective criteria are met, SCDOT shall solicit the viewpoints of all of the benefited receivers and document a decision on either desiring or not desiring the noise abatement measure. The viewpoints will be solicited as part of the public involvement process through a voting procedure if a barrier is proposed. The voting ballot will explain that the noise abatement shall be constructed unless a majority (greater than 50% of the benefited receivers) of votes not desiring noise abatement is received. For non-owner occupied benefited receivers, both the property owner and the renter may vote on whether the noise abatement is desired.

For this noise analysis, the mitigation analysis determined that all the barriers either did not meet the design goal or the cost effectiveness criteria. Therefore, the voting process of the benefited property owners is not applicable.

Table 5 includes a summary of the barrier evaluations and the SCDOT Feasible and Reasonable Worksheets are located in Appendix C.

Overall, as a result of the mitigation analysis, there were no feasible and reasonable solutions to mitigate for the predicted noise impacts according to the SCDOT noise policy. Therefore, there are no noise barriers proposed to be carried forward to the construction phase.



Table 5: Barrier Evaluation Summary

Barrier	Receiver Number	Acoustically Feasible? (Y/N)	Engineering Feasibility? (Y/N)	Overall Feasible? (Y/N)	Meets Noise Reduction Goal? (Y/N)	Is Barrier Cost Effectiveness? (Y/N)	Overall Reasonable? (Y/N)	Conclusion
B1	14	Y	Y	Y	Y	N	N	Feasible, but not reasonable
B2	17	Y	Y	Y	Y	N	N	Feasible, but not reasonable
B3	18	N	N	N	N	--	N	Not feasible or reasonable
B4	20	Y	N	Y	Y	N	N	Feasible, but not reasonable
B5	21	Y	N	Y	N	--	N	Feasible, but not reasonable
B6-A & B6-B	33,36 39	Y	N	Y	Y	N	N	Feasible, but not reasonable
B7	34	N	N	N	N	--	N	Not feasible or reasonable
B8	40	N	N	N	N	--	N	Not feasible or reasonable
B9	41,46 47,48 54,57 58,61	Y	Y	Y	N	--	N	Feasible, but not reasonable
B10	42,43	N	N	N	N	--	N	Not feasible or reasonable
B11	44,45	N	N	N	N	--	N	Not feasible or reasonable
B12	62,63	N	N	N	N	--	N	Not feasible or reasonable
B13	66	N	N	N	N	--	N	Not feasible or reasonable
B14	68	N	N	N	N	--	N	Not feasible or reasonable
B15	70	N	N	N	N	--	N	Not feasible or reasonable
B16	71	Y	N	Y	Y	N	N	Feasible, but not reasonable
B17	72	Y	N	Y	N	--	N	Feasible, but not reasonable
B18	73,74	Y	Y	Y	Y	N	N	Feasible, but not reasonable
B19	110,111 112,113 114	Y	Y	Y	Y	N	N	Feasible, but not reasonable
B20	131	Y	N	Y	Y	N	N	Feasible, but not reasonable
B21	134	Y	N	Y	N	--	N	Feasible, but not reasonable
B22	171,172 173,174	N	N	N	Y	N	N	Not feasible or reasonable



Table 5: Barrier Evaluation Summary

Barrier		Acoustically Feasible? (Y/N)	Engineering Feasibility? (Y/N)	Overall Feasible? (Y/N)	Meets Noise Reduction Goal? (Y/N)	Is Barrier Cost Effectiveness? (Y/N)	Overall Reasonable? (Y/N)	Conclusion
B23	199,200 201,202	Y	N	Y	Y	N	N	Feasible, but not reasonable
B24	203,204	N	Y	N	N	--	N	Not feasible or reasonable
B25	219,220 221,222	N	N	N	Y	--	N	Not feasible or reasonable
B26	224	Y	N	Y	Y	N	N	Feasible, but not reasonable
B27	225	Y	N	Y	Y	N	N	Feasible, but not reasonable
B28	235,236	N	N	N	N	--	N	Not feasible or reasonable
B29	239	Y	N	Y	N	--	N	Feasible, but not reasonable
B30	251	Y	N	Y	Y	N	N	Feasible, but not reasonable
B31	252,263 290	Y	Y	Y	Y	N	N	Feasible, but not reasonable
B32	264	N	N	N	N	--	N	Not feasible or reasonable
B33	265	Y	N	Y	N	--	N	Feasible, but not reasonable
B34	268	Y	N	Y	N	--	N	Feasible, but not reasonable
B35	289	Y	N	Y	N	--	N	Feasible, but not reasonable
B36	291	Y	N	Y	Y	N	N	Feasible, but not reasonable
B37	293	N	N	N	N	--	N	Not feasible or reasonable
B38	216	N	N	N	N	--	N	Not feasible or reasonable
B39	226	Y	N	Y	N	--	N	Feasible, but not reasonable
B40	240	N	N	N	N	--	N	Not feasible or reasonable
B41	292	N	N	N	N	--	N	Not feasible or reasonable
B42	296	N	N	N	N	--	N	Not feasible or reasonable
B43	298	N	N	N	N	--	N	Not feasible or reasonable

F. Noise Insulation of Public Use or Institutional Structures – The Keith School Museum (Receiver 134) is a NAC C with the exterior noise level for the 2040 Build scenario of 72 dBA. A barrier analysis (Barrier 21) determined that the barrier would be feasible but would not achieve the 8 dBA noise reduction design goal to



be reasonable. When a receiver that is defined as a NAC C may have interior use, it is further classified as a NAC D. The SCDOT Traffic Noise Abatement Policy states that “a highway agency shall conduct an indoor analysis only after a determination is made that exterior abatement measures will not be feasible and reasonable.” Per the policy, a 25 dBA noise reduction was applied because the building is a light frame with storm windows. The resulting 47.1 dBA value is below the NAC criteria of 52 dBA for the interior use. Based on this, noise insulation for the Keith School Museum is not recommended.

V. FINDINGS AND RECOMMENDATIONS

Overall, there were 73 receivers impacted in the project study area for the 2040 Design Year Build Alternative condition. As a result, mitigation analysis was warranted according to the SCDOT Traffic Noise Abatement Policy. None of the barrier analyses results met both of the feasible and reasonable criteria as per the SCDOT Traffic Noise Abatement Policy.

VI. CONSTRUCTION NOISE

If the Build Alternative is chosen, temporary increases in noise levels would occur during the time period that construction takes place. Noise levels due to construction, although temporary, can impact areas adjacent to the project. The major noise sources from construction would be the heavy equipment operated at the site. However, other construction site noise sources would include hand tools and trucks supplying and removing materials

Typical noise levels generated by different types of construction equipment are presented in Table 6. Construction operations are typically broken down into several phases including clearing and grubbing, earthwork, erection, paving and finishing. Although these phases can overlap, each has their own noise characteristics and objective.

SCDOT’s “2007 Standard Specifications for Highway Construction” includes various references to construction noise, including Sections 107.6-paragraph 3, 606.3.1.6.3-paragraph 1, 607.3.1.6.3-paragraph 1, 607.3.2.6.3-paragraph 1, and 702.4.15-paragraph 3. The SCDOT specifications cited above are generalized for nuisance noise avoidance. Detailed specifications suggested for consideration for inclusion in the proposed project’s construction documents may consist of the following:

- Construction equipment powered by an internal combustion engine shall be equipped with a properly maintained muffler.
- Air compressors shall meet current USEPA noise emission exhaust standards.
- Air powered equipment shall be fitted with pneumatic exhaust silencers.



Table 6: Leq Noise Level (dBA) at 50 Feet for Construction Equipment	
Equipment	dBA Leq @ 50 feet
<u>Earth Moving:</u>	
Front Loader	79
Back Hoe	85
Dozer	80
Tractor	80
Scraper	88
Grader	85
Truck	91
Paver	89
<u>Materials Handling:</u>	
Concrete Mixer	85
Concrete Pump	82
Crane	83
Derrick	88
<u>Stationary:</u>	
Pump	76
Generator	78
Compressor	81
<u>Impact:</u>	
Pile Driver	100
Jackhammer	88
Rock Drill	98
<u>Other:</u>	
Saw	78
Vibrator	76
SOURCE: Grant, Charles A. and Reagan, Jerry, A., <i>Highway Construction Noise: Measurement, Prediction and Mitigation</i>	

- Stationary equipment powered by an internal combustion engine shall not be operated within 150 feet of noise sensitive areas without portable noise barriers placed between the equipment and noise sensitive sites. Noise sensitive sites include residential buildings, motels, hotels, schools, churches, hospitals, nursing homes, libraries and public recreation areas.
- Portable noise barriers shall be constructed of plywood or tongue and groove boards with a noise absorbent treatment on the interior surface (facing the equipment).
- Powered construction equipment shall not be operated during the traditional evening and/or sleeping hours within 150 feet of a noise sensitive site, to be decided either by local ordinances and/or agreement with the SCDOT.



VII. COORDINATION WITH LOCAL OFFICIALS

SCDOT has no authority over local land use planning and development. SCDOT can only encourage local officials and developers to consider highway traffic noise in the planning, zoning and development of property near existing and proposed highway corridors. The lack of consideration of highway traffic noise in land use planning at the local level has added to the highway traffic noise problem which will continue to grow as development continues adjacent to major highway long after these highways were proposed and/or constructed.

In order to help local officials and developers consider highway traffic noise in the vicinity of proposed Type I project, SCDOT will inform them of the predicted future noise levels and the required distance from such projects needed to ensure that noise levels remain below the NAC for each type of land use per 23 CFR §772.17. The contour distances to the 66 and 71 dBA sound levels are shown in Table 7. Please note that the values in the table do not represent predicted levels at every location at a particular distance back from the roadway. Sound levels will vary with changes in terrain and will be affected by the shielding of objects such as buildings.

Table 7: Contour Distances (dBA) for Clements Ferry Road Phase 2		
NAC Land Use	Impact Contour	Worst-Case Approximate Distance from Nearest Edge of Travel Lane
Category B & C (Residential, outdoor recreation facilities, churches, schools, hospitals, etc.)	66 dBA	193 Feet
Category E (Hotels, motels, offices, restaurants/bars, and other developments/activities not included in the other NAC's)	71 dBA	95 Feet
SOURCE: Three Oaks Engineering, March, 2018		

APPENDIX A

Traffic Data

TNM Traffic Data - Clements Ferry Phase 2

EXISTING YEAR 2015

	Jack Primus Road to Nellefield Creek Drive	Nellefield Creek Drive to Cainhoy Road	Cainhoy Road to Reflectance Road	Reflectance Road to SC 41				
AADT	13,800	13,800	13,200	9,800				
DHV Factor	11.28%	10.44%	12.03%	13.19%				
Peak	1,557	1,441	1,588	1,293				
Speed	55 mph	45 mph	35 mph	35 mph				
Lane Width	2 lanes @ 12 feet	2 lanes @ 12 feet	2 lanes @ 12 feet	2 lanes @ 12 feet				
Directional Split	50/50	50/50	50/50	50/50				
Vehicle Mix	92% Autos + 8% Heavy Trucks	92% Autos + 8% Heavy Trucks	93% Autos + 7% Heavy Trucks	97% Autos + 3% Heavy Trucks				
	Eastbound (per lane)	Westbound (per lane)	Eastbound (per lane)	Westbound (per lane)	Eastbound (per lane)	Westbound (per lane)	Eastbound (per lane)	Westbound (per lane)
Autos	716	716	663	663	738	738	627	627
Heavy Trucks	62	62	58	58	56	56	19	19

Source: Clements Ferry Road from Jack Primus Road to SC 41 Widening Study, Haselden and Associates (September 7, 2017).

BUILD - DESIGN YEAR 2040

	Jack Primus Road to Nellefield	Nellefield Creek Drive to	Cainhoy Road to Reflectance	Reflectance Road to SC 41				
AADT	58,273	58,273	57,283	51,713				
DHV Factor	11.28%	10.44%	12.03%	13.19%				
Peak	6,573	6,084	6,891	6,821				
Speed	45 mph	45 mph	45 mph	45 mph				
Lane Width	4 lanes @ 12 feet	4 lanes @ 12 feet	4 lanes @ 12 feet	4 lanes @ 12 feet				
Directional Split	50/50	50/50	50/50	50/50				
Vehicle Mix	92% Autos + 8% Heavy Trucks	92% Autos + 8% Heavy Trucks	93% Autos + 7% Heavy Trucks	97% Autos + 3% Heavy Trucks				
	Eastbound (per lane)	Westbound (per lane)	Eastbound (per lane)	Westbound (per lane)	Eastbound (per lane)	Westbound (per lane)	Eastbound (per lane)	Westbound (per lane)
Autos	1,512	1,512	1,399	1,399	1,602	1,602	1,654	1,654
Heavy Trucks	131	131	122	122	121	121	51	51

CHATS 2% growth rate was used for year 2040.

Source: Clements Ferry Road from Jack Primus Road to SC 41 Widening Study, Haselden and Associates (September 7, 2017).

3,287 6573.1944 3,042 6083.7012 3,446 6891.1449 3,410 6820.9447

NO BUILD - DESIGN YEAR 2040

	Jack Primus Road to Nellefield	Nellefield Creek Drive to	Cainhoy Road to Reflectance	Reflectance Road to SC 41				
AADT	58,273	58,273	57,283	51,713				
DHV Factor	11.28%	10.44%	12.03%	13.19%				
Peak	6,573	6,084	6,891	6,821				
Speed	55 mph	45 mph	35 mph	35 mph				
Lane Width	2 lanes @ 12 feet	2 lanes @ 12 feet	2 lanes @ 12 feet	2 lanes @ 12 feet				
Directional Split	50/50	50/50	50/50	50/50				
Vehicle Mix	92% Autos + 8% Heavy Trucks	92% Autos + 8% Heavy Trucks	93% Autos + 7% Heavy Trucks	97% Autos + 3% Heavy Trucks				
	Eastbound (per lane)	Westbound (per lane)	Eastbound (per lane)	Westbound (per lane)	Eastbound (per lane)	Westbound (per lane)	Eastbound (per lane)	Westbound (per lane)
Autos	3,024	3,024	2,799	2,799	3,204	3,204	3,308	3,308
Heavy Trucks	263	263	243	243	241	241	102	102

CHATS 2% growth rate was used for year 2040.

Source: Clements Ferry Road from Jack Primus Road to SC 41 Widening Study, Haselden and Associates (September 7, 2017).

APPENDIX B

Field Measurement Data Sheets

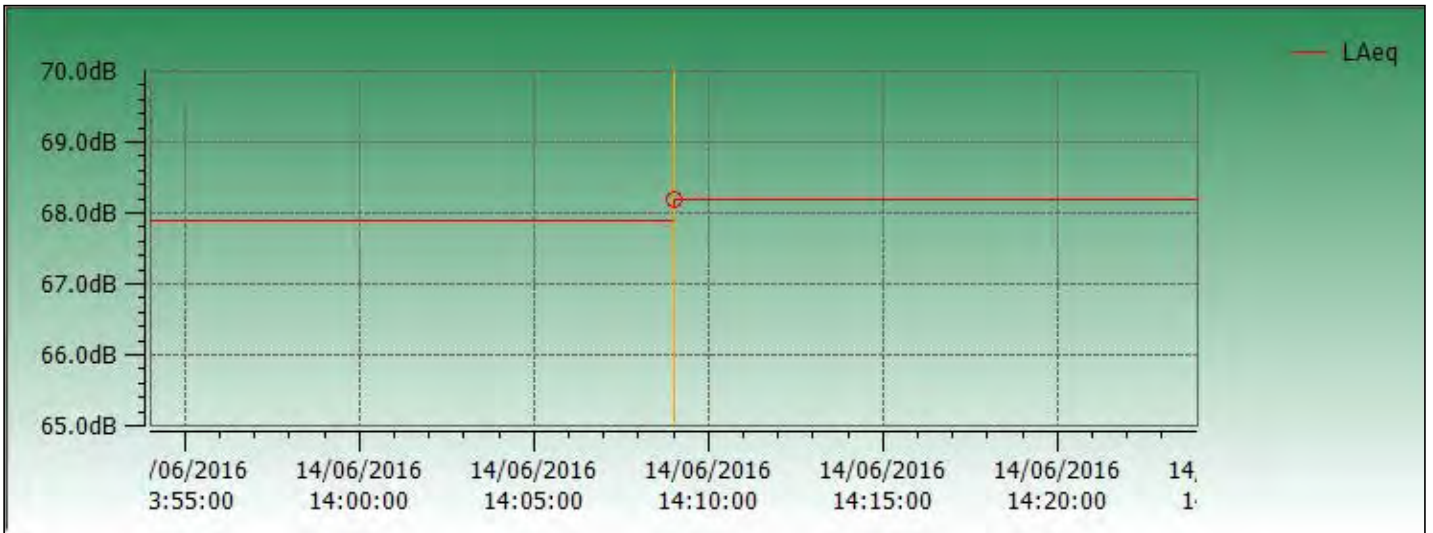
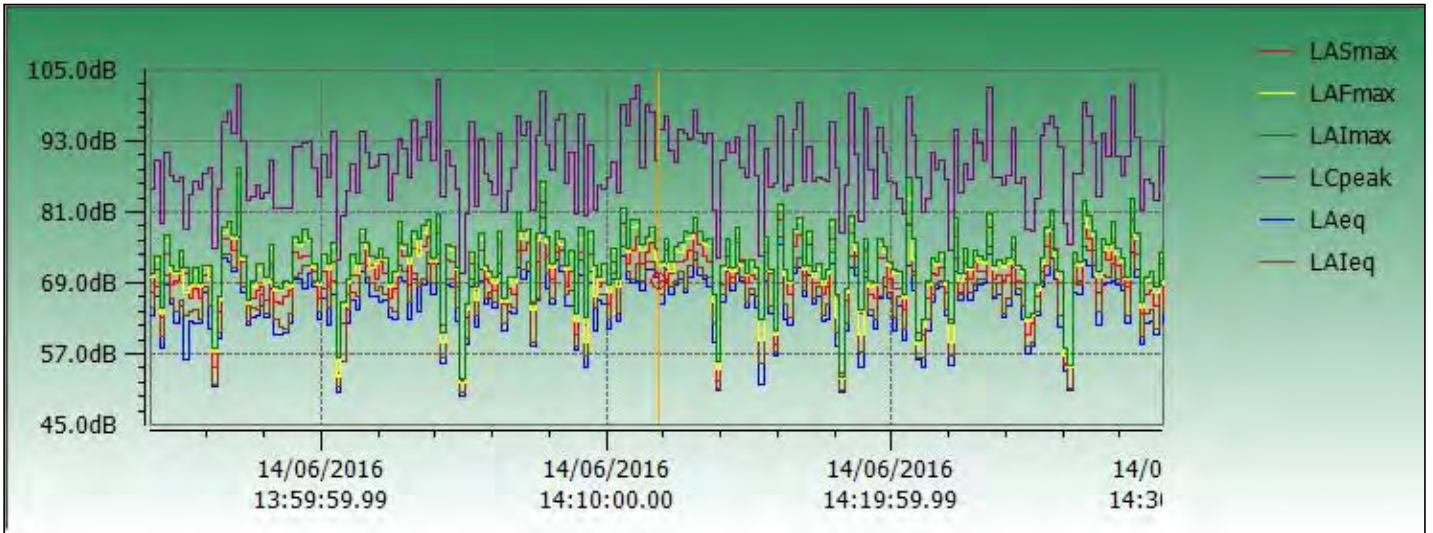
Clements Ferry Noise Measurements

Air Hub Project No: CHS-16-049



Instrument Model **CEL-633B**

Serial Number	5044712	LAeq	68.1 dB
Start Date & Time	6/14/2016 1:54:01 PM	End Date & Time	6/14/2016 2:29:39 PM
Duration	00:35:38 HH:MM:SS	Calibration (Before) SPL	114 dB
Notes	Keith A		



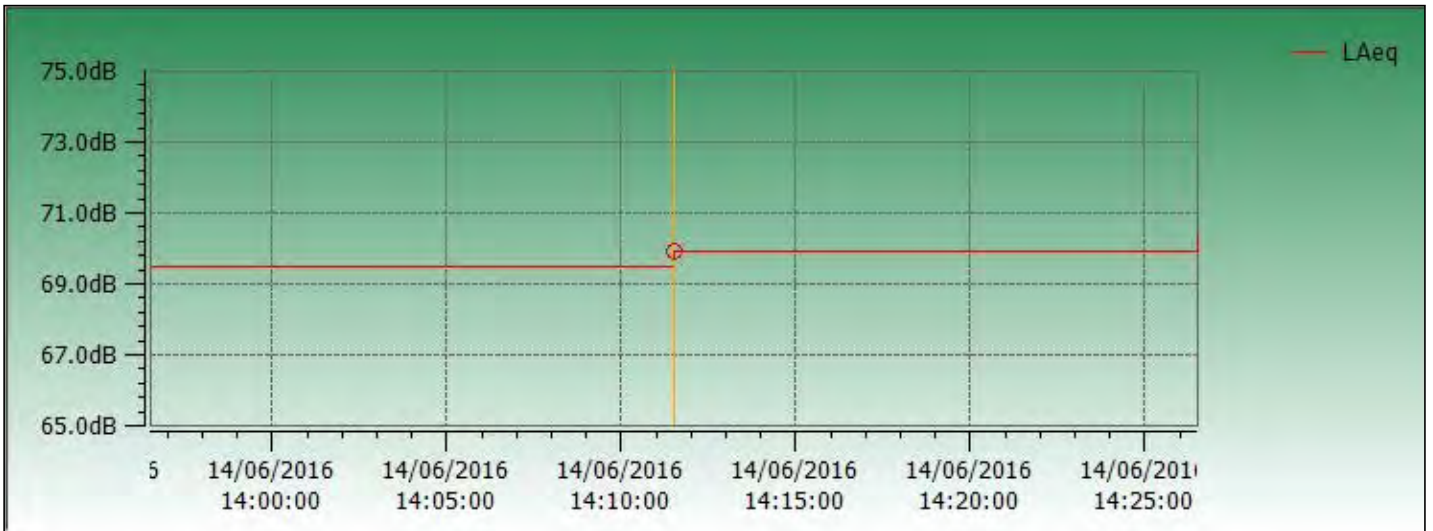
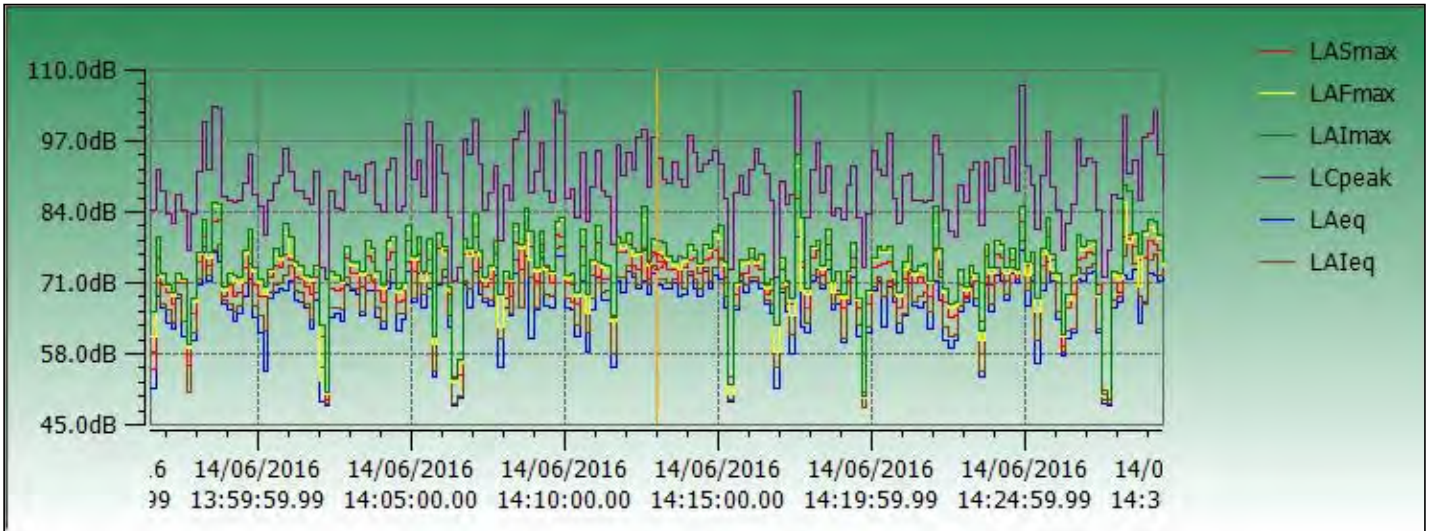
Clements Ferry Noise Measurements



Air Hub Project No: CHS-16-049

Instrument Model **CEL-633A**

Serial Number	2145366	LAeq	69.8 dB
Start Date & Time	6/14/2016 1:56:31 PM	End Date & Time	6/14/2016 2:29:36 PM
Duration	00:33:05 HH:MM:SS	Calibration (Before) SPL	114 dB
Notes	Keith B		



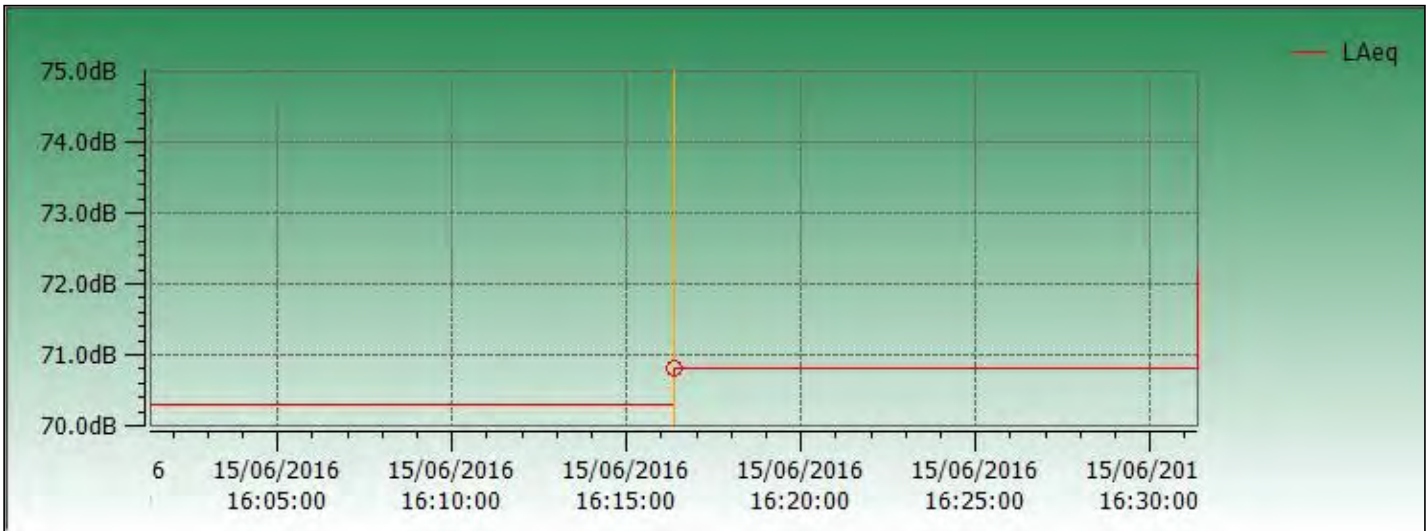
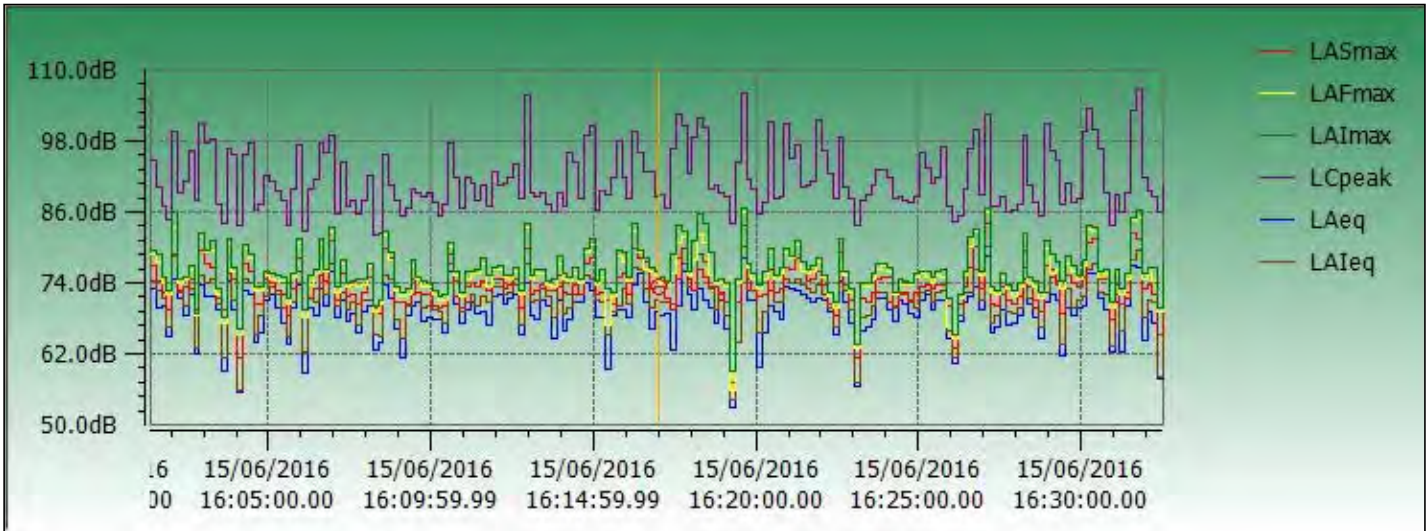
Clements Ferry Noise Measurements

Air Hub Project No: CHS-16-049



Instrument Model **CEL-633A**

Serial Number	2145366	LAeq	70.6 dB
Start Date & Time	6/15/2016 4:01:22 PM	End Date & Time	6/15/2016 4:32:39 PM
Duration	00:31:17 HH:MM:SS	Calibration (Before) SPL	114 dB
Notes	Captain Bill A		



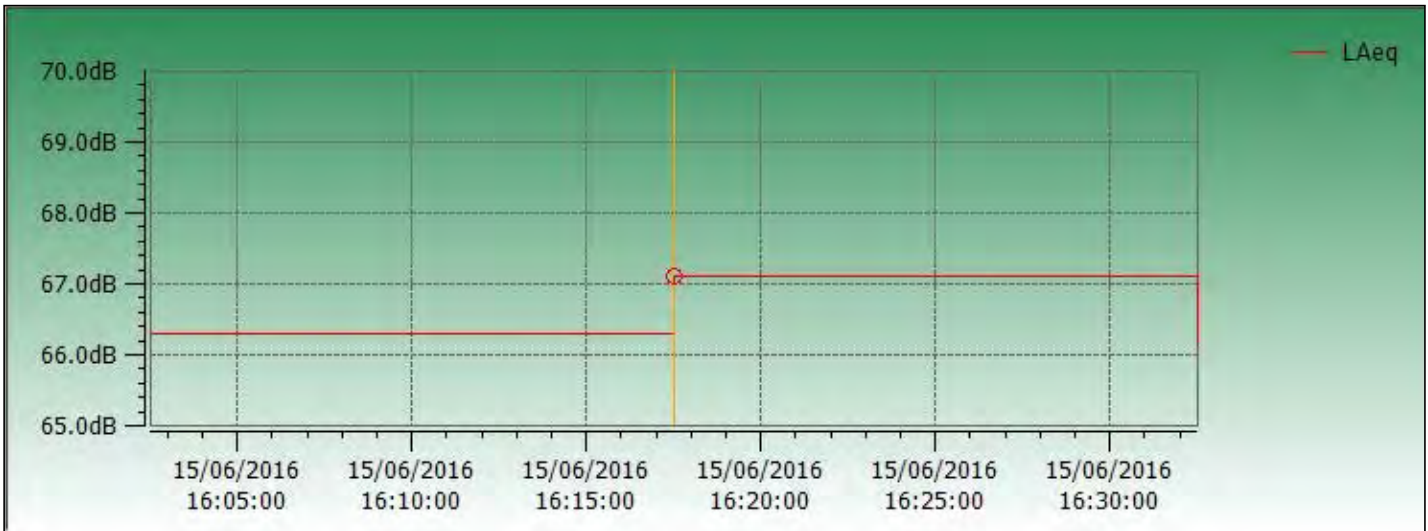
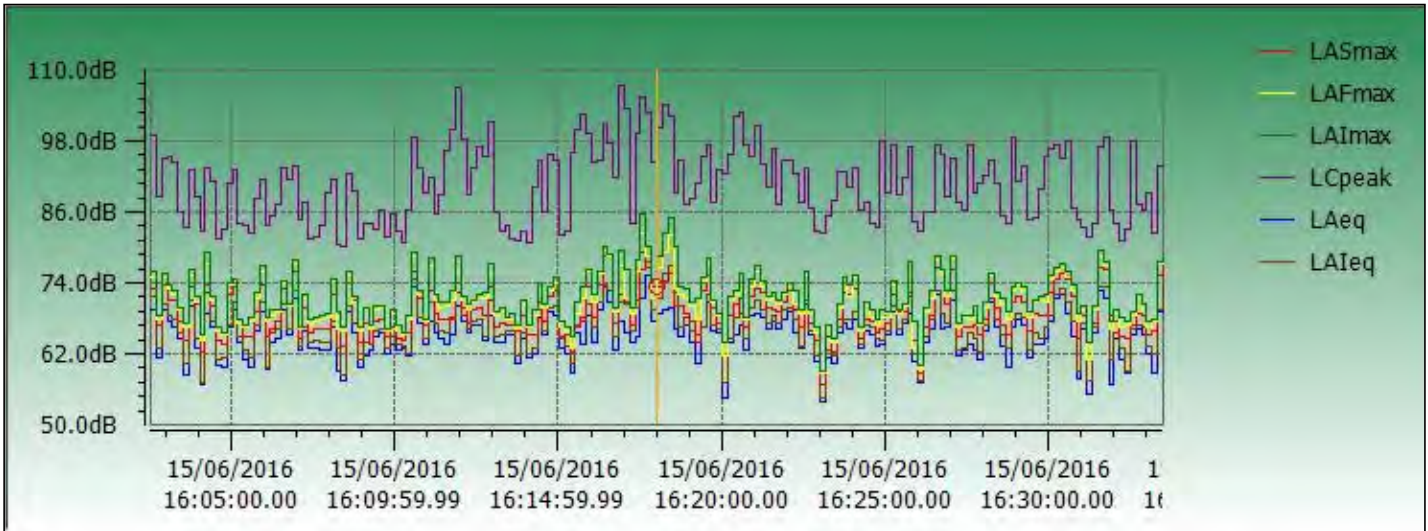
Clements Ferry Noise Measurements

Air Hub Project No: CHS-16-049



Instrument Model **CEL-633B**

Serial Number	5044712	LAeq	66.7 dB
Start Date & Time	6/15/2016 4:02:31 PM	End Date & Time	6/15/2016 4:33:31 PM
Duration	00:31:00 HH:MM:SS	Calibration (Before) SPL	114 dB
Notes	Captain Bill B		



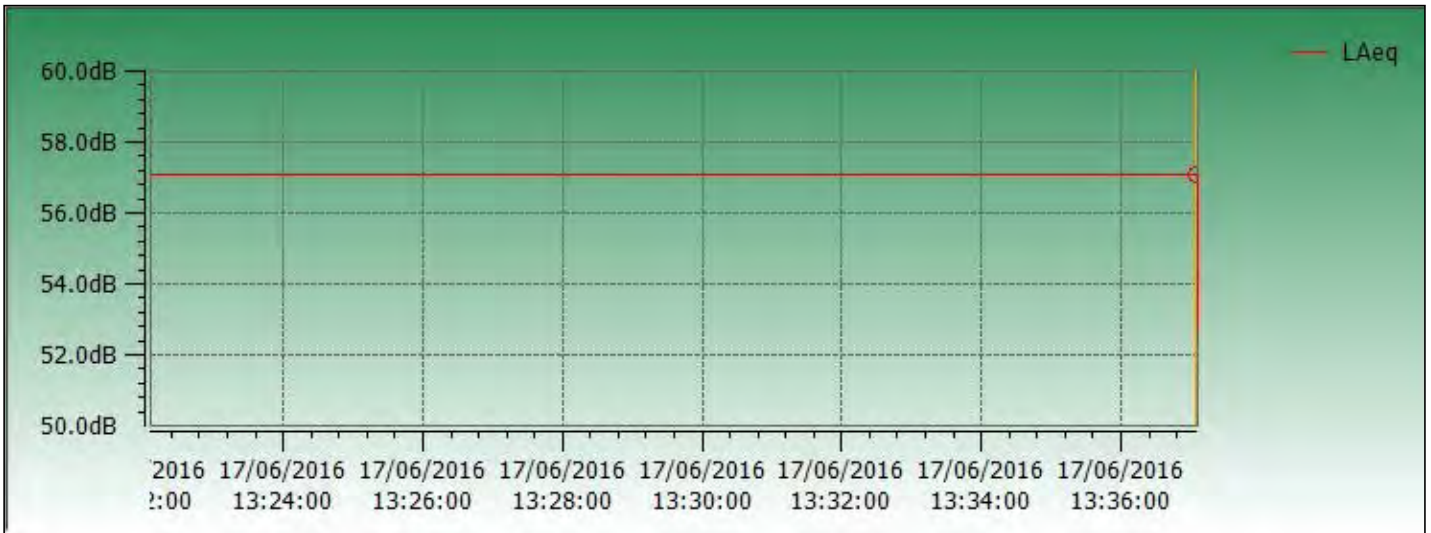
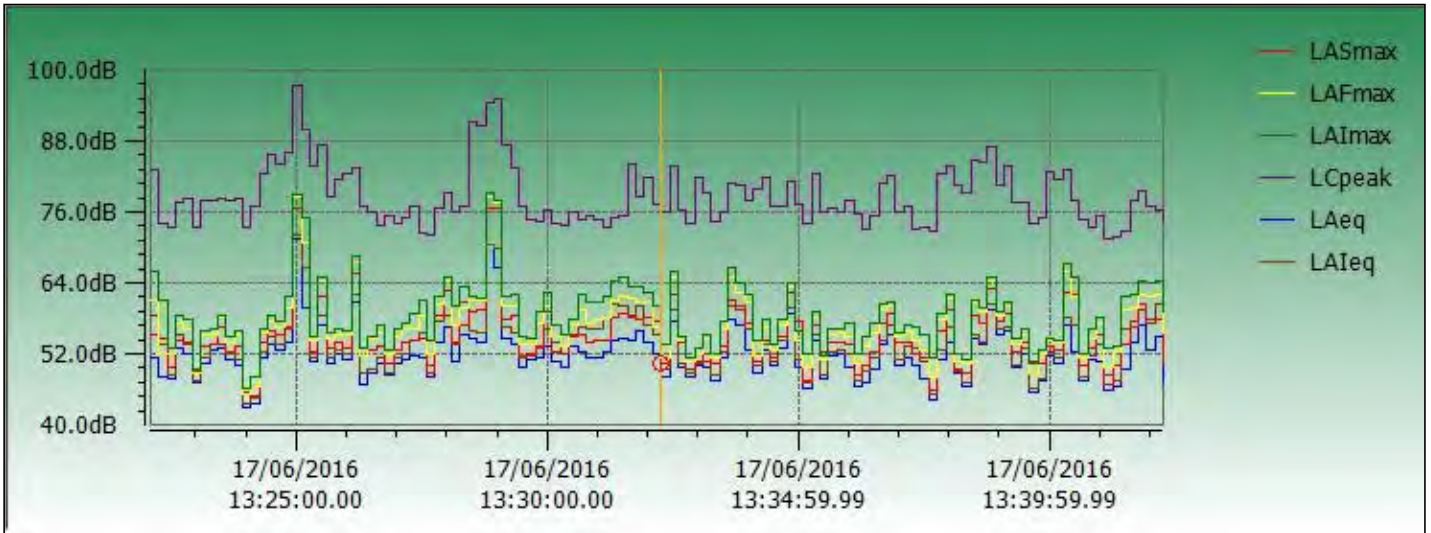
Clements Ferry Noise Measurements

Air Hub Project No: CHS-16-049



Instrument Model **CEL-633A**

Serial Number	2145366	LAeq	56.3 dB
Start Date & Time	6/17/2016 1:22:06 PM	End Date & Time	6/17/2016 1:42:24 PM
Duration	00:20:18 HH:MM:SS	Calibration (Before) SPL	114 dB
Notes	Bennington Drive		



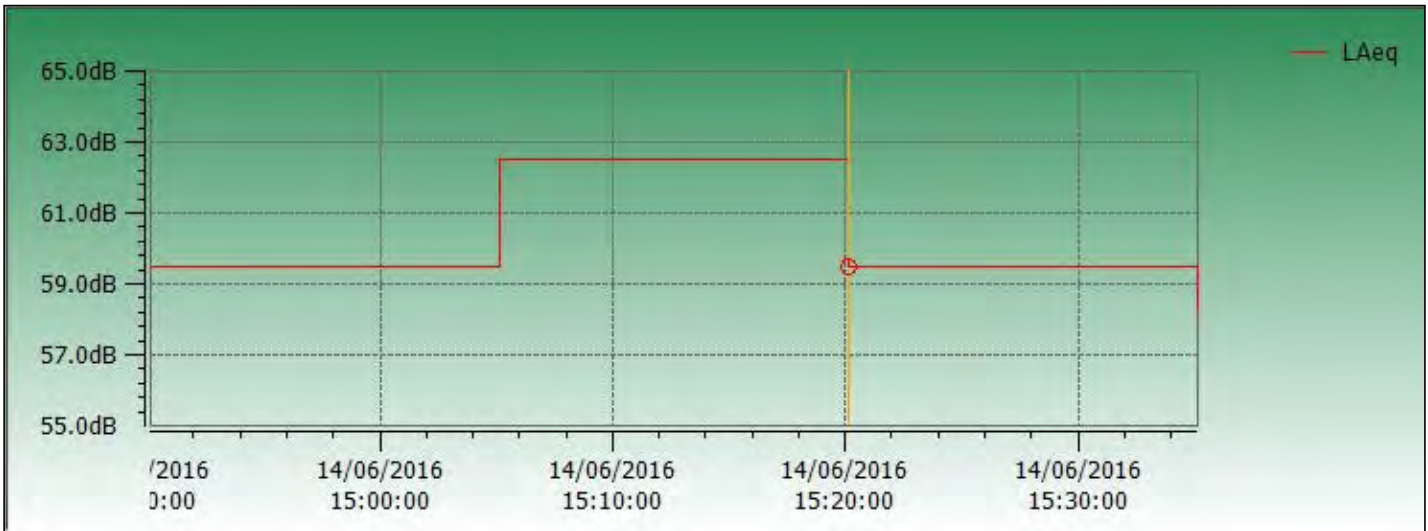
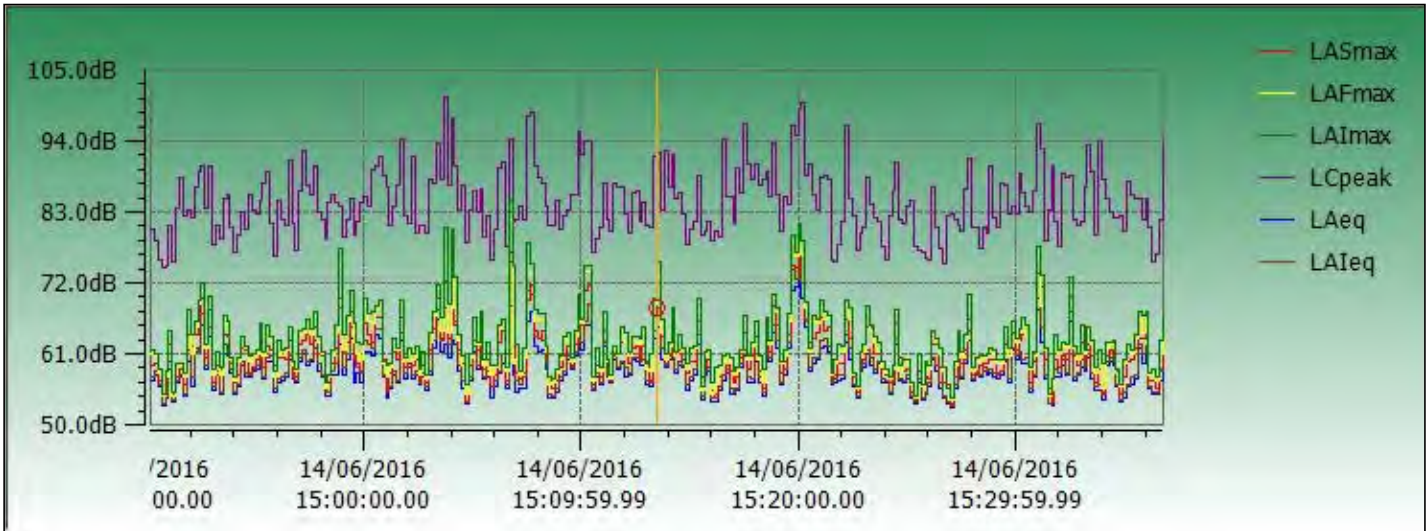
Clements Ferry Noise Measurements



Air Hub Project No: CHS-16-049

Instrument Model **CEL-633A**

Serial Number	2145366	LAeq	60.7 dB
Start Date & Time	6/14/2016 2:50:09 PM	End Date & Time	6/14/2016 3:36:55 PM
Duration	00:46:46 HH:MM:SS	Calibration (Before) SPL	114 dB
Notes	Tyler Street North		



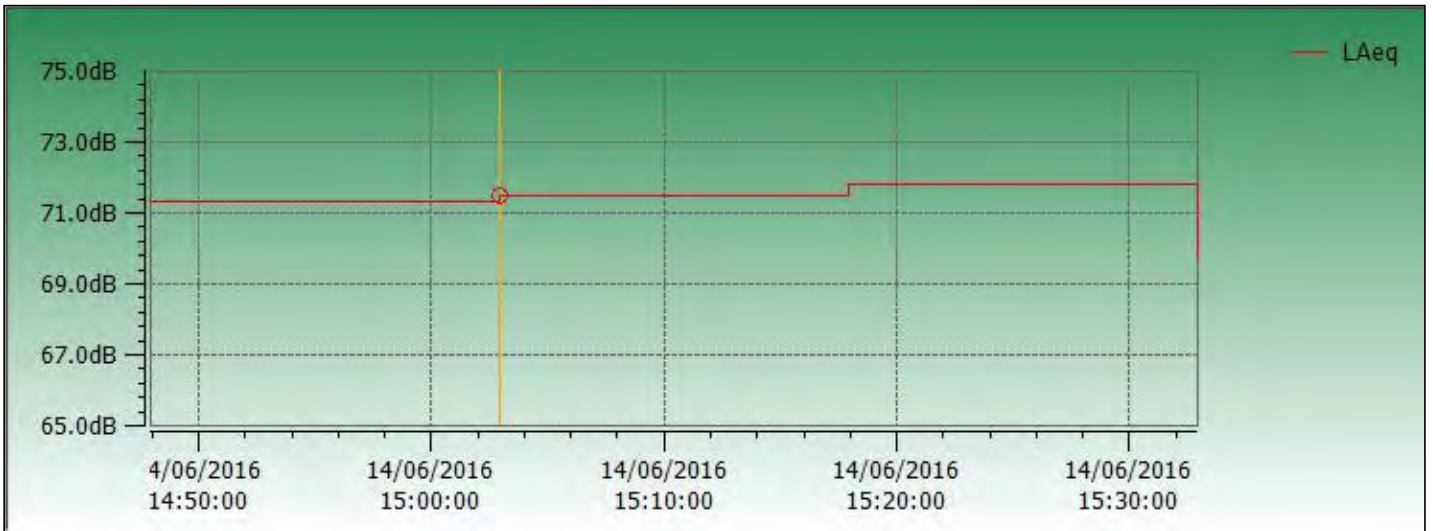
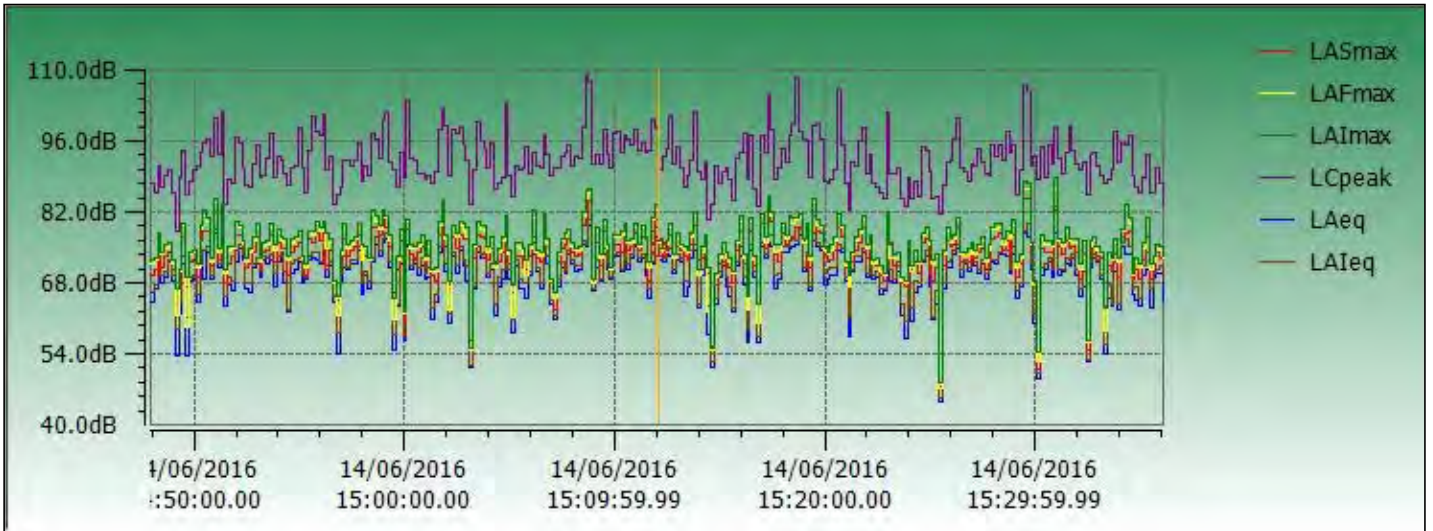
Clements Ferry Noise Measurements

Air Hub Project No: CHS-16-049



Instrument Model **CEL-633B**

Serial Number	5044712	LAeq	71.4 dB
Start Date & Time	6/14/2016 2:47:56 PM	End Date & Time	6/14/2016 3:36:10 PM
Duration	00:48:14 HH:MM:SS	Calibration (Before) SPL	114 dB
Notes	Tyler St South		



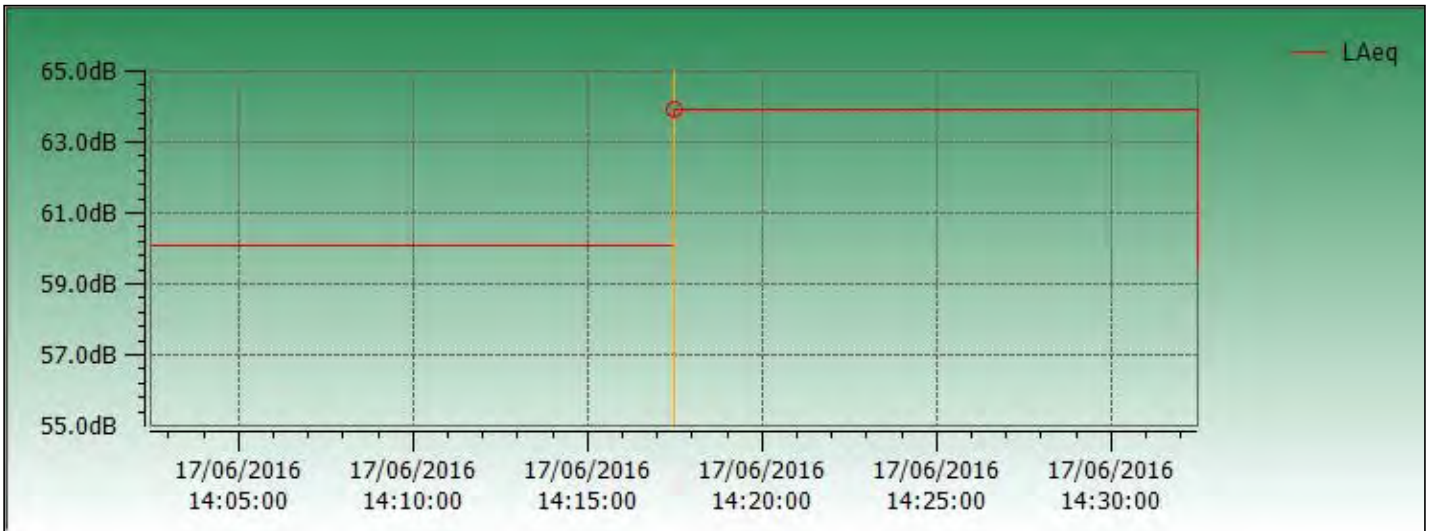
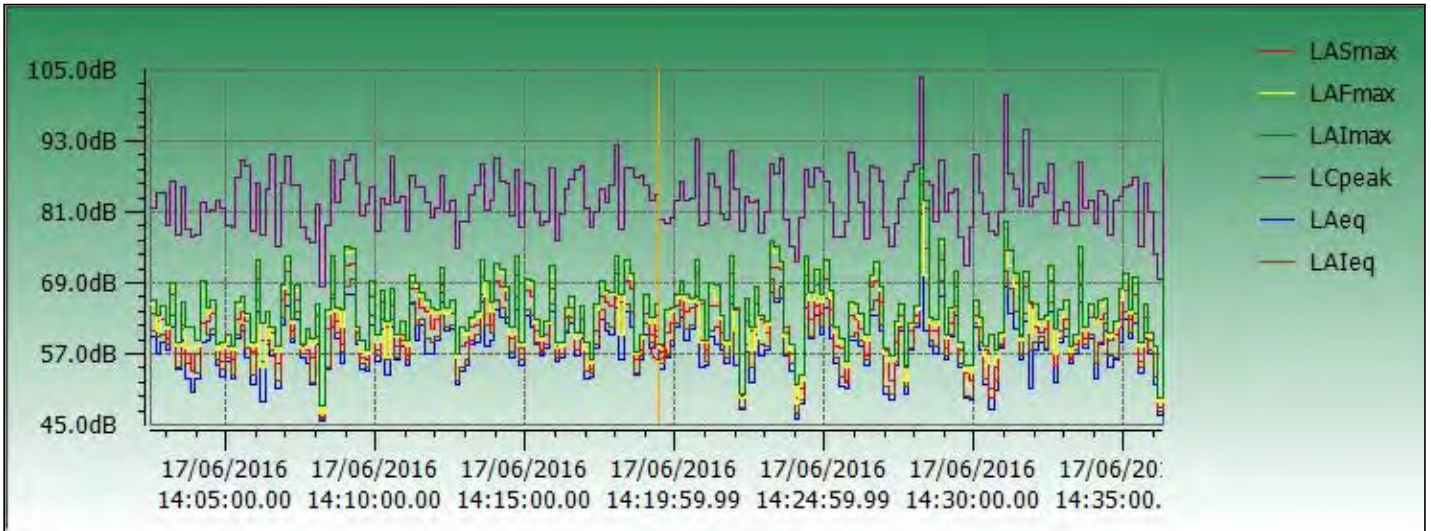
Clements Ferry Noise Measurements



Air Hub Project No: CHS-16-049

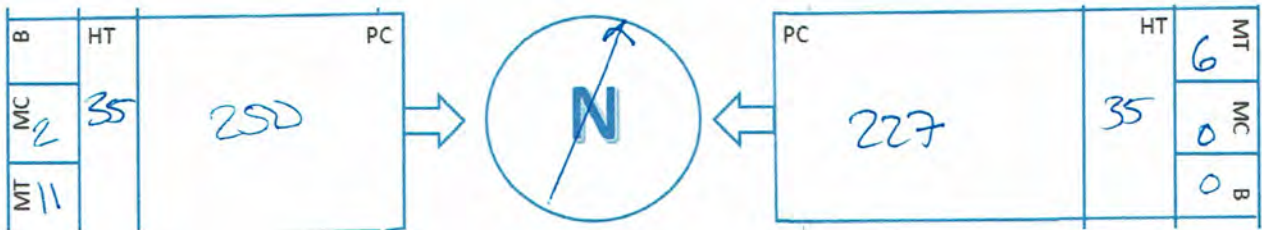
Instrument Model **CEL-633A**

Serial Number	2145366	LAeq	62.2 dB
Start Date & Time	6/17/2016 2:02:29 PM	End Date & Time	6/17/2016 2:36:22 PM
Duration	00:33:53 HH:MM:SS	Calibration (Before) SPL	114 dB
Notes	St. Paul Baptist		



Tally Sheet

Date: 6/17/16 Start Time: ~~2:03~~ 2:03 Finish Time: 2:33
 Location: St. Paul Weather: sunny Road Conditions: dry
 Observer: Sciarro
 Noise Conditions: quiet



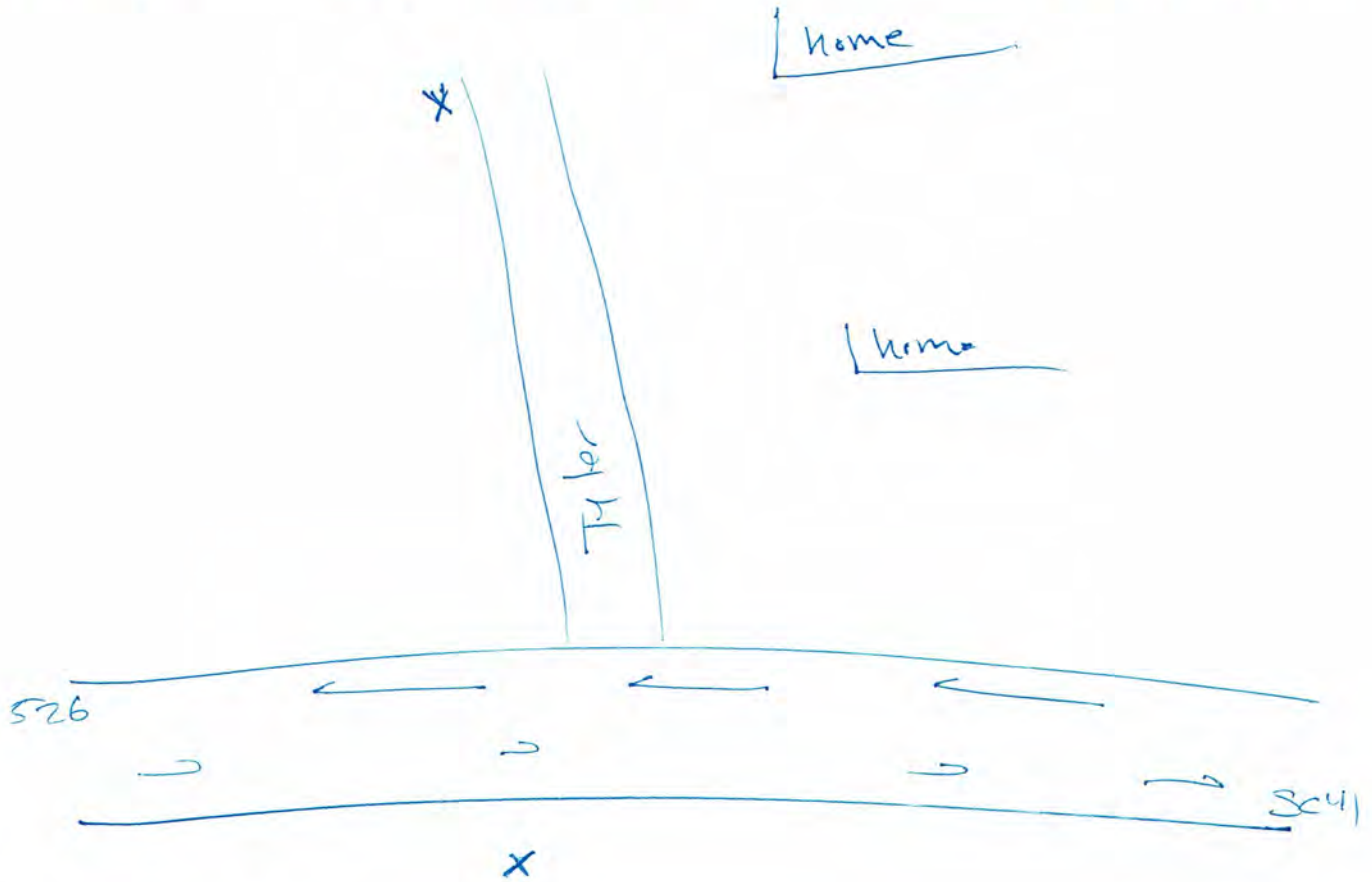
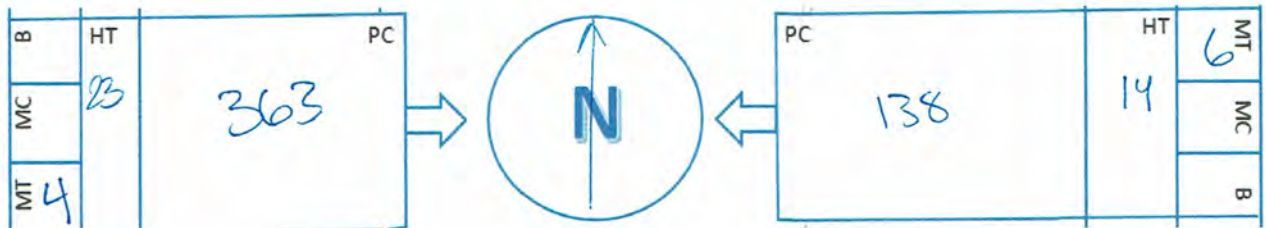
Tally Sheet

Date: 6/14/16 Start Time: 3:15 Finish Time: 3:40

Location: Tyler St Weather: sunny Road Conditions: dry

Observer: Scarno

Noise Conditions: Had to restart count after extended conversation with homeowner. Significant construction noise

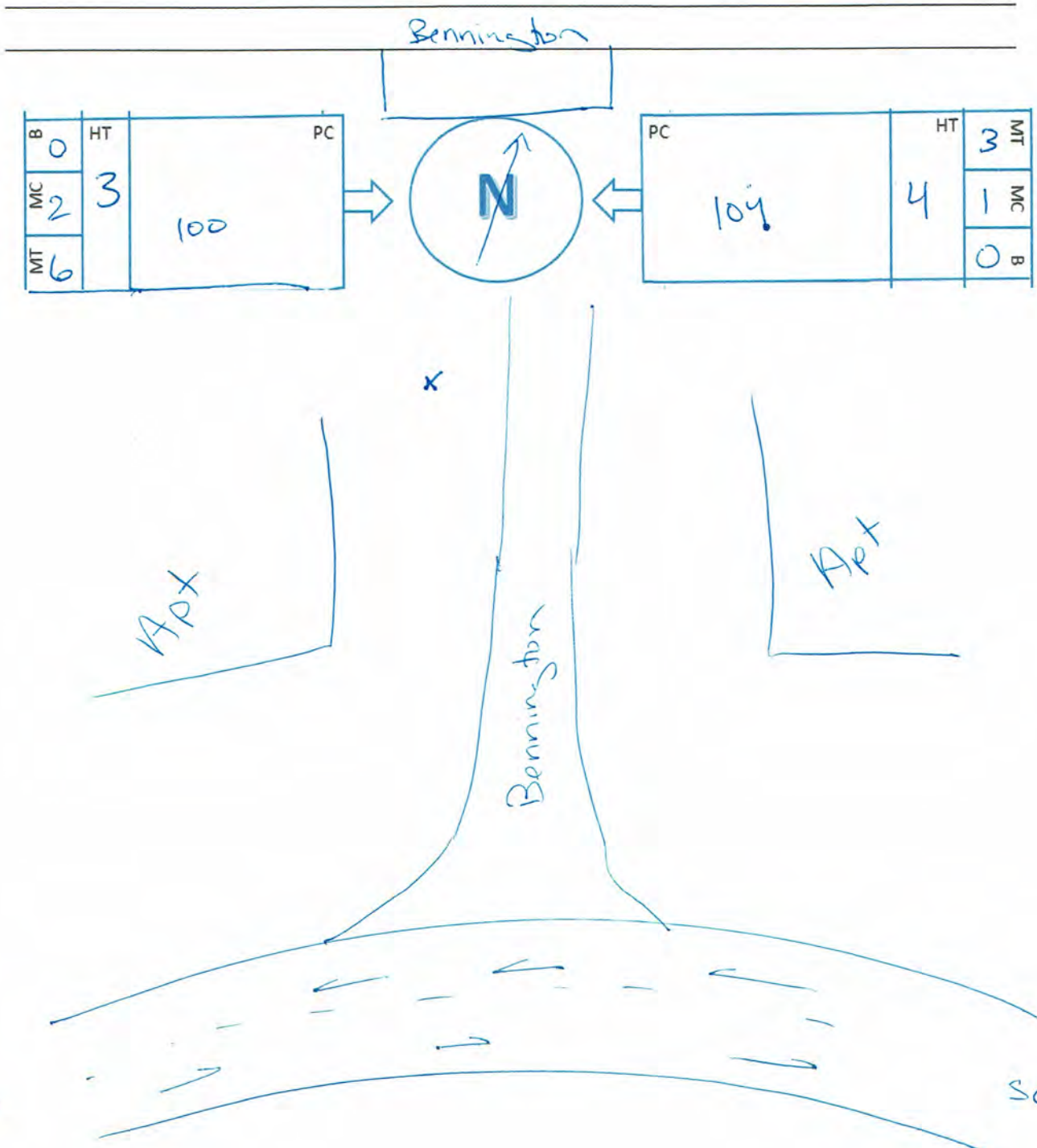


★ Significant construction noise ★

home

Tally Sheet

Date: 6/17/16 Start Time: 1:20 Finish Time: 1:40
 Location: Bennington Weather: sunny Road Conditions: dry
 Observer: Sefero
 Noise Conditions: quiet afternoon



Tally Sheet

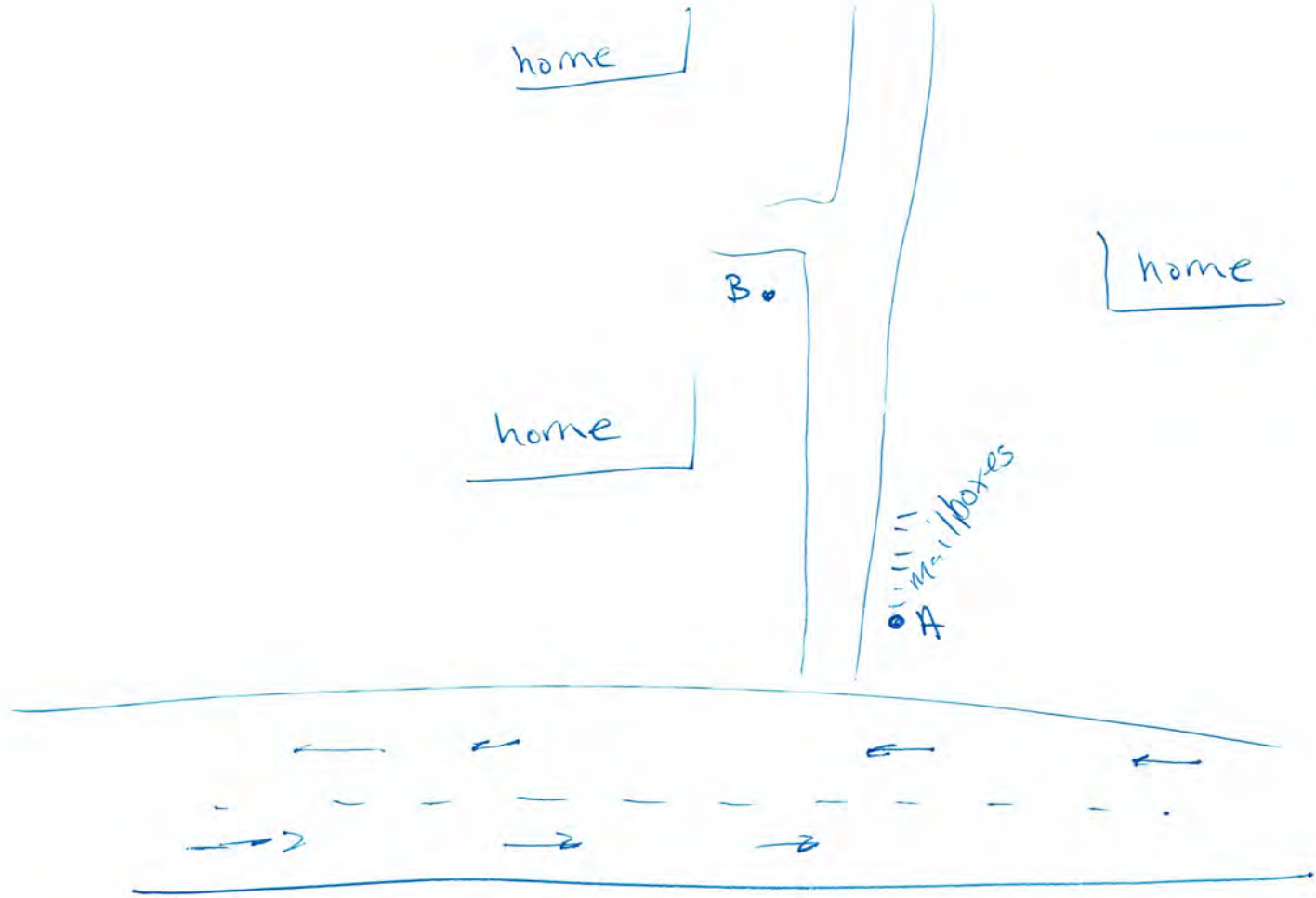
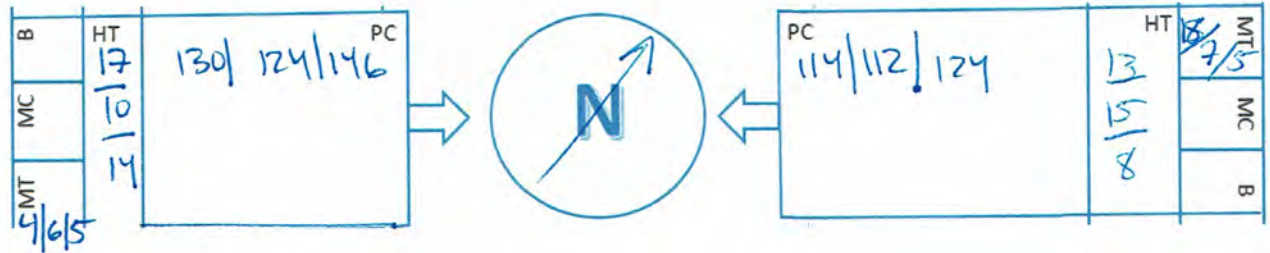
Date: 6/14/16 Start Time: 4:00 Finish Time: 4:30

Location: Captain Bill Weather: Sunny Road Conditions: dry

Observer: Scarro

Noise Conditions: conditions hectic with various residents and police officer talking and asking questions.

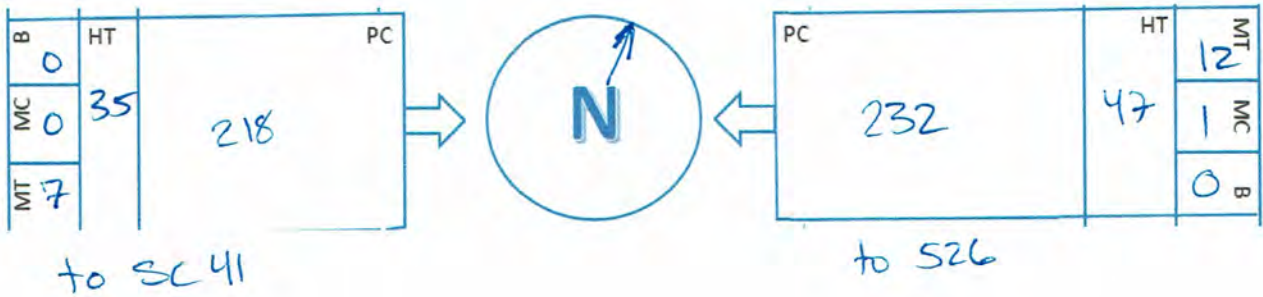
This is why traffic count broken into 3 10 min sections. Construction sounds across CF



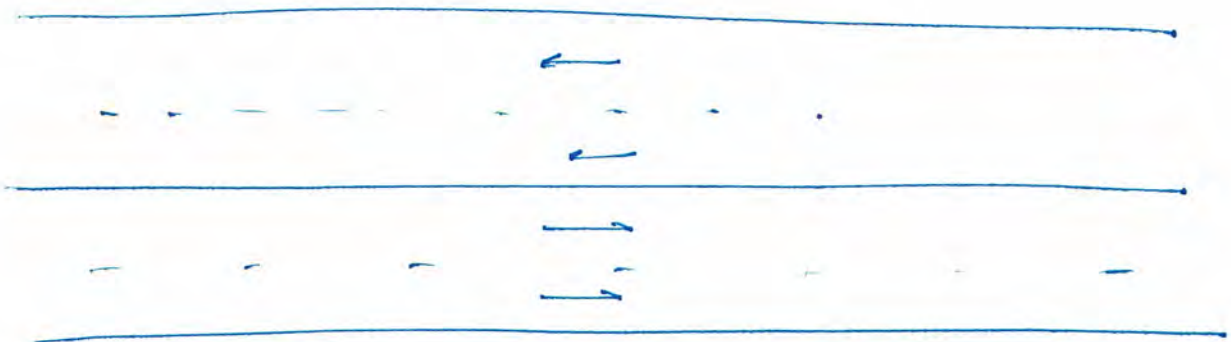
Tally Sheet

Date: 6/14/16 Start Time: 1:55 Finish Time: 2:25
 Location: museum Weather: sunny Road Conditions: dry
 Observer: Scauro
 Noise Conditions: quiet, steady light traffic

Museum. R22 0140



• A



• B



INSTRUMENT CALIBRATION REPORT



Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID R220142
Description CEL-63X Sound Level Meter
Calibrated 8/5/2015

Manufacturer Casella
Model Number CEL-63X
Serial Number 2145376
Location New Jersey
Temp 75

Classification
Status pass
Frequency Yearly EOM
Department Lab
Humidity 33

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes **As Found Result:** Fail **As Left Result:** Pass

Test Instruments Used During the Calibration

<u>Test Instrument ID</u>	<u>Description</u>	<u>Manufacturer</u>	<u>Serial Number</u>	<u>(As Of Cal Entry Date)</u>	
				<u>Last Cal Date</u>	<u>Next Cal Date</u>
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	2/27/2015	2/27/2016
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	2/27/2015	2/27/2016
FLUKE 114	Fluke 114 NIST Traceable Multimeter	Fluke	15310288	4/25/2015	4/25/2016

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Kevin Cole

**Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the
 manufacture's specifications using NIST traceable standards, or is derived from accepted values of
 physical constants.**

INSTRUMENT CALIBRATION REPORT



Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID R220142
Description CEL-63X Sound Level Meter
Calibrated 8/5/2015

Manufacturer Casella
Model Number CEL-63X
Serial Number 2145376
Location New Jersey
Temp 75

Classification
Status pass
Frequency Yearly EOM
Department Lab
Humidity 33

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes As Found Result: Fail As Left Result: Pass

Test Instruments Used During the Calibration

Test Instrument ID	Description	Manufacturer	Serial Number	(As Of Cal Entry Date)	
				Last Cal Date	Next Cal Date
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	2/27/2015	2/27/2016
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	2/27/2015	2/27/2016
FLUKE 114	Fluke 114 NIST Traceable Multimeter	Fluke	15310288	4/25/2015	4/25/2016

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Kevin Cole

Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the manufacturer's specifications using NIST traceable standards, or is derived from accepted values of physical constants.

INSTRUMENT CALIBRATION REPORT



Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID 31440
Description CEL-63X Sound Level Meter
Calibrated 2/11/2016

Manufacturer Casella
Model Number CEL-63X
Serial Number 5044712
Location New Jersey
Temp 72

Classification
Status pass
Frequency Yearly EOM
Department Lab
Humidity 23

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes As Found Result: Fail As Left Result: Pass

Test Instruments Used During the Calibration

<u>Test Instrument ID</u>	<u>Description</u>	<u>Manufacturer</u>	<u>Serial Number</u>	<u>(As Of Cal Entry Date)</u>	
				<u>Last Cal Date</u>	<u>Next Cal Date</u>
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	2/27/2015	2/27/2016
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	2/27/2015	2/27/2016
FLUKE 114	Fluke 114 NIST Traceable Multimeter	Fluke	15310288	4/25/2015	4/25/2016

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Kevin Cole

Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the manufacture's specifications using NIST traceable standards, or is derived from accepted values of physical constants.

INSTRUMENT CALIBRATION REPORT



Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID A03256
Description Casella CEL-120/2 Acoustic Calibrator
Calibrated 1/20/2016

Manufacturer Casella	Classification
Model Number CEL-120/2	Status pass
Serial Number 2621074	Frequency Yearly EOM
Location New Jersey	Department Lab
Temp 73	Humidity 21

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes **As Found Result:** Pass **As Left Result:** Pass

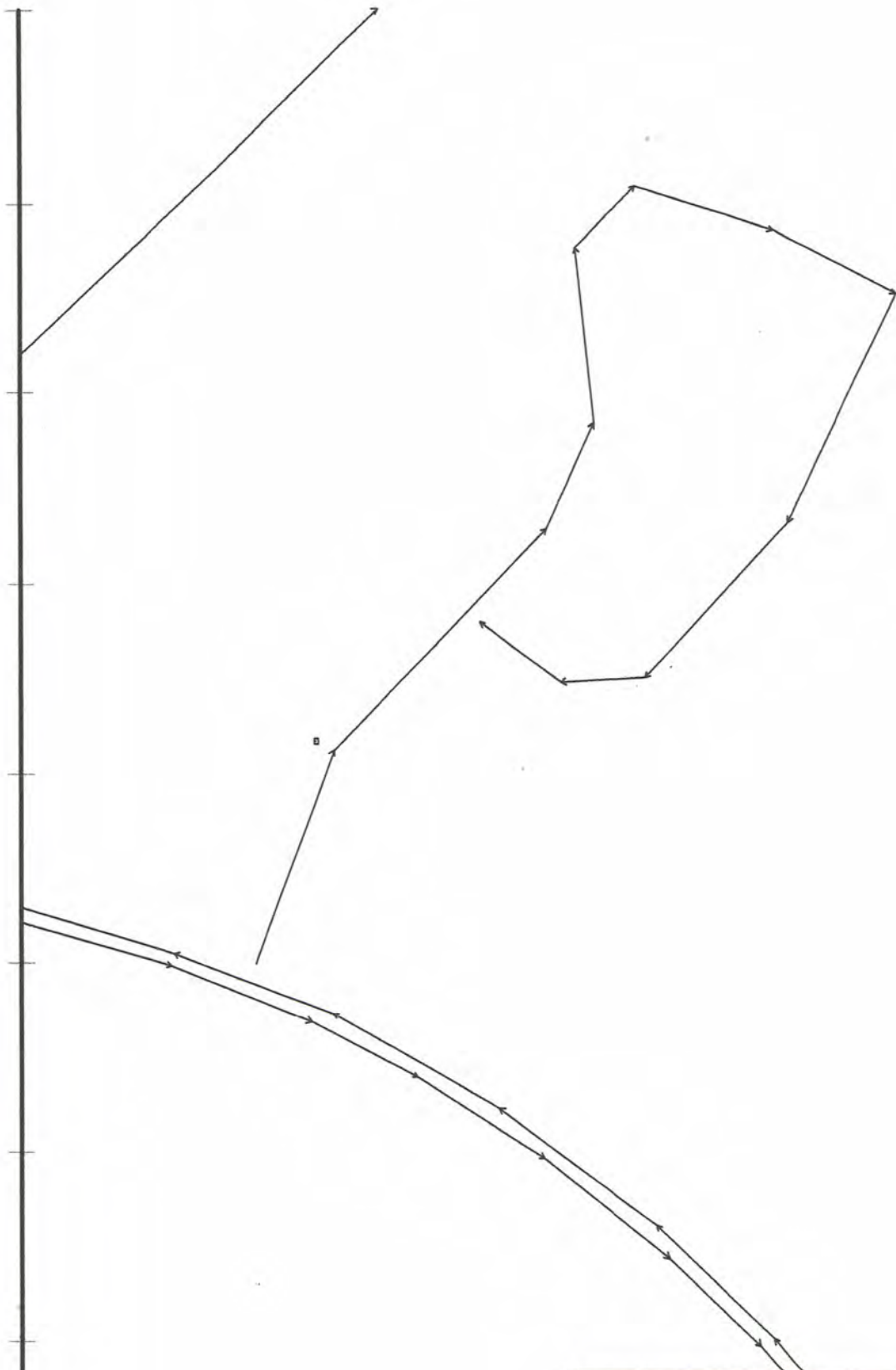
Test Instruments Used During the Calibration

<u>Test Instrument ID</u>	<u>Description</u>	<u>Manufacturer</u>	<u>Serial Number</u>	<u>(As Of Cal Entry Date)</u>	
				<u>Last Cal Date</u>	<u>Next Cal Date</u>
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	2/27/2015	2/27/2016
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	2/27/2015	2/27/2016
FLUKE 114	Fluke 114 NIST Traceable Multimeter	Fluke	15310288	4/25/2015	4/25/2016
SOUNDPRO DL-1-1/3	3M SoundPro DL-1-1/3	Quest Technologies	BLL070002	12/8/2015	12/8/2016

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Kevin Cole

Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the manufacture's specifications using NIST traceable standards, or is derived from accepted values of physical constants.



Clements Ferry Noise Study		Sheet 1 of 1	30 Oct 2016
Plan View		SCDOT/ICE/AirHub	
Run name: BennApt		Project/Contract No. Captain Bill Validation	
Scale:		TNM Version 2.5, Feb 2004	
		Analysis By: T. Sciarro	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

RESULTS: SOUND LEVELS

Bennington Validation

SCDOT/ICE/AirHub
T. Sciarro

31 October 2016
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Bennington Validation

RUN:

Clements Ferry Noise Study

BARRIER DESIGN:

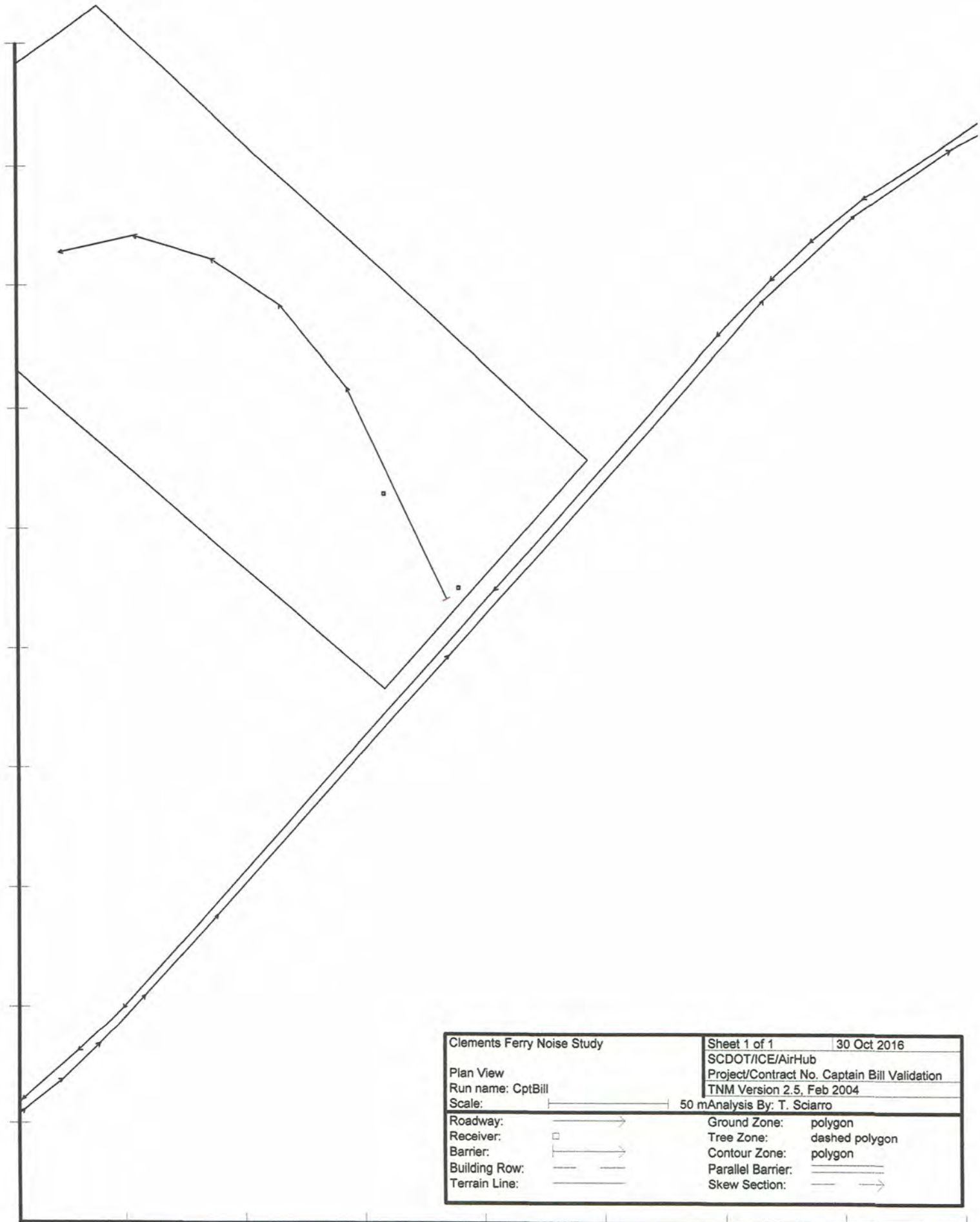
INPUT HEIGHTS









Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

ATMOSPHERICS:

35 deg C, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h		No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier		Calculated minus Goal dB
			LAeq1h	dB	LAeq1h	dB	Calculated	dB		Calculated LAeq1h	dB	
Keith Museum A	1	1	68.1	0.0	67	0.0	0.0	15	inactive	0.0	0.0	8
Captain Bill B	3	1	66.7	0.0	67	0.0	0.0	15	inactive	0.0	0.0	8
Captain Bill A	4	1	70.6	0.0	67	0.0	0.0	15	inactive	0.0	0.0	8
St. Paul Church	6	1	62.2	0.0	67	0.0	0.0	15	inactive	0.0	0.0	8
Tyler St South A	7	1	71.4	0.0	67	0.0	0.0	15	inactive	0.0	0.0	8
Tyler St North B	8	1	60.7	0.0	67	0.0	0.0	15	inactive	0.0	0.0	8
Bennington Dr	9	1	56.3	56.7	67	0.4	0.4	15	-----	56.7	0.0	8
Keith Museum B	11	1	69.8	0.0	67	0.0	0.0	15	inactive	0.0	0.0	8
Dwelling Units		# DUs	Noise Reduction		Noise Reduction		Noise Reduction					
			Min	Avg	Max							
			dB	dB	dB							
All Selected		8	0.0	0.0	0.0	0.0	0.0	0.0				
All Impacted		0	0.0	0.0	0.0	0.0	0.0	0.0				
All that meet NR Goal		0	0.0	0.0	0.0	0.0	0.0	0.0				



Clements Ferry Noise Study		Sheet 1 of 1	30 Oct 2016
Plan View		SCDOT/ICE/AirHub	
Run name: CptBill		Project/Contract No. Captain Bill Validation	
Scale: 		TNM Version 2.5, Feb 2004	
Analysis By: T. Sciarro			
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

604750

604800

604850

604900

604950

605000

605050

605100

RESULTS: SOUND LEVELS

Captain Bill Validation

SCDOT/ICE/AirHub
T. Sclarro

31 October 2016
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Captain Bill Validation

RUN:

Clements Ferry Noise Study

BARRIER DESIGN:

INPUT HEIGHTS








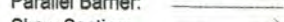
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

ATMOSPHERICS:

35 deg C, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h		No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier		Calculated minus Goal dB
			LAeq1h	dB	LAeq1h	dB	Calculated	Crit'n Sub'l Inc		Calculated LAeq1h	Noise Reduction	
			dB	dB	dB	dB	dB	dB		dB	dB	dB
Keith Museum A	1	1	68.1	0.0	67	0.0	0.0	15	inactive	0.0	0.0	8
Captain Bill B	3	1	66.7	64.4	67	-2.3	15	----		64.4	0.0	8
Captain Bill A	4	1	70.6	72.5	67	1.9	15	Snd Lvl		72.5	0.0	8
St. Paul Church	6	1	62.2	0.0	67	0.0	15	inactive		0.0	0.0	8
Tyler St South A	7	1	71.4	0.0	67	0.0	15	inactive		0.0	0.0	8
Tyler St North B	8	1	60.7	0.0	67	0.0	15	inactive		0.0	0.0	8
Bennington Dr	9	1	56.3	0.0	67	0.0	15	inactive		0.0	0.0	8
Keith Museum B	11	1	69.8	0.0	67	0.0	15	inactive		0.0	0.0	8
Dwelling Units		# DUs	Noise Reduction									
			Min dB	Avg dB	Max dB							
All Selected		8	0.0	0.0	0.0	0.0						
All Impacted		1	0.0	0.0	0.0	0.0						
All that meet NR Goal		0	0.0	0.0	0.0	0.0						



Clements Ferry Noise Study		Sheet 1 of 1	30 Oct 2016
Plan View		SCDOT/CE/AirHub	
Run name: Keith		Project/Contract No. Captain Bill Validation	
Scale:  50 meters		TNM Version 2.5, Feb 2004	
Analysis By: T. Sciarro			
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

606850

606900

606950

607000

607050

607100

607150

607200

607250

RESULTS: SOUND LEVELS

St. Paul Validation

SCDOT/ICE/AirHub
T. Sciarro

31 October 2016
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

St. Paul Validation
Clements Ferry Noise Study
INPUT HEIGHTS

RUN:

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

BARRIER DESIGN:

ATMOSPHERICS: 35 deg C, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h		No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier LAeq1h		Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dB	dB	dB	dB	Calculated	Sub'l Inc		Calculated	dB			
Keith Museum A	1	1	68.1	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8	0.0
Captain Bill B	3	1	66.7	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8	0.0
Captain Bill A	4	1	70.6	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8	0.0
St. Paul Church	6	1	62.2	63.2	67	1.0	1.0	15	---	63.2	0.0	0.0	8	-8.0
Tyler St South A	7	1	71.4	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8	0.0
Tyler St North B	8	1	60.7	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8	0.0
Bennington Dr	9	1	56.3	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8	0.0
Keith Museum B	11	1	69.8	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8	0.0
Dwelling Units		# DUs	Noise Reduction											
			Min	Avg	Max									
			dB	dB	dB									
All Selected		8	0.0	0.0	0.0									
All Impacted		0	0.0	0.0	0.0									
All that meet NR Goal		0	0.0	0.0	0.0									

RESULTS: SOUND LEVELS

Keith Validation

SCDOT/ICE/AirHub
T. Sciarro

31 October 2016
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Keith Validation

Clements Ferry Noise Study
INPUT HEIGHTS

RUN:

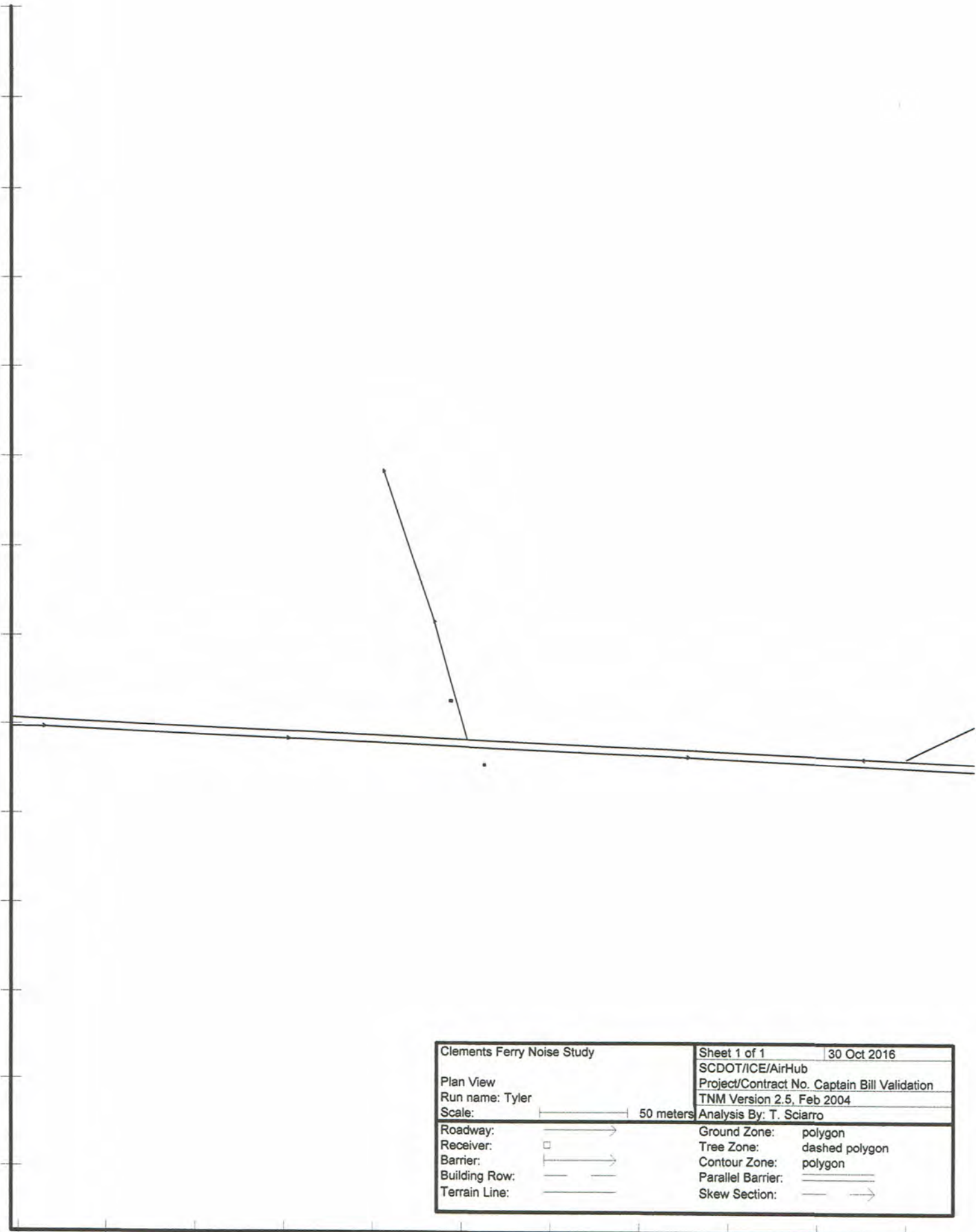
BARRIER DESIGN:









35 deg C, 50% RH

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

ATMOSPHERICS:

Receiver Name	No.	#DUs	Existing LAeq1h		No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier		Calculated minus Goal	
			LAeq1h	Crit'n	LAeq1h	Crit'n	Calculated	Sub'l Inc		Calculated LAeq1h	Noise Reduction		
			dBa	dB	dBa	dB	dB	dB		dBa	dB	dB	
Keith Museum A	1	1	68.1	67	70.9	2.8	15	Snd Lvl	70.9	0.0	8	-8.0	
Captain Bill B	3	1	66.7	67	0.0	0.0	15	inactive	0.0	0.0	8	0.0	
Captain Bill A	4	1	70.6	67	0.0	0.0	15	inactive	0.0	0.0	8	0.0	
St. Paul Church	6	1	62.2	67	0.0	0.0	15	inactive	0.0	0.0	8	0.0	
Tyler St South A	7	1	71.4	67	0.0	0.0	15	inactive	0.0	0.0	8	0.0	
Tyler St North B	8	1	60.7	67	0.0	0.0	15	inactive	0.0	0.0	8	0.0	
Bennington Dr	9	1	56.3	67	0.0	0.0	15	inactive	0.0	0.0	8	0.0	
Keith Museum B	11	1	69.8	67	71.7	1.9	15	Snd Lvl	71.7	0.0	8	-8.0	
Dwelling Units	# DUs	Noise Reduction		Noise Reduction		Noise Reduction		Noise Reduction		Noise Reduction		Noise Reduction	
		Min	Avg	Max	Min	Avg	Max	Min	Avg	Max	Min	Avg	Max
		dB	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB
All Selected	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



Clements Ferry Noise Study		Sheet 1 of 1	30 Oct 2016
Plan View		SCDOT/ICE/AirHub	
Run name: Tyler		Project/Contract No. Captain Bill Validation	
Scale: 		TNM Version 2.5, Feb 2004	
Analysis By: T. Sciarro			
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

RESULTS: SOUND LEVELS

Tyler Validation

SCDOT/CE/AirHub
T. Sciarrow

31 October 2016
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:
RUN:
BARRIER DESIGN:
ATMOSPHERICS:

Tyler Validation
Clements Ferry Noise Study
INPUT HEIGHTS
35 deg C, 50% RH

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing		No Barrier		Increase over existing		Type Impact		With Barrier		Calculated minus Goal dB
			LAeq1h	LAeq1h	LAeq1h	LAeq1h	Calculated	Crit'n	Calculated	Crit'n	Calculated	Calculated	
			dB	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB
Keith Museum A	1	1	68.1	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8
Captain Bill B	3	1	66.7	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8
Captain Bill A	4	1	70.6	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8
St. Paul Church	6	1	62.2	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8
Tyler St South A	7	1	71.4	69.5	67	-1.9	15	Snd Lvl	69.5	60.8	0.0	8	-8.0
Tyler St North B	8	1	60.7	60.8	67	0.1	15	---	60.8	0.0	0.0	8	-8.0
Bennington Dr	9	1	56.3	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8
Keith Museum B	11	1	69.8	0.0	67	0.0	0.0	15	inactive	0.0	0.0	0.0	8
Dwelling Units													
		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected	8	0.0	0.0	0.0	0.0								
All Impacted	1	0.0	0.0	0.0	0.0								
All that meet NR Goal	0	0.0	0.0	0.0	0.0								

APPENDIX C

Feasible and Reasonable Worksheets

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 6, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 1 - Receiver 14**

Feasibility

Number of Impacted Receivers **1**

Number of Benefited Receivers **1**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Safety	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Drainage	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Maintenance	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Access	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Exposed Height of Wall	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 6, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 2 - Receiver 17**

Feasibility

Number of Impacted Receivers **1**

Number of Benefited Receivers **1**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers 1

Number of Benefited Receivers that achieve at least an 8 dBA reduction 1

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 100

Does the proposed noise abatement measure meet the noise reduction design goal? [X] Yes [] No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure 35

Estimated construction cost for noise abatement measure 202,125

Estimated cost per Benefited Receiver 202,125

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. [] Yes [X] No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. [] Yes [] No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 6, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 3 - Receivers 18 & 19 (5 units)**

Feasibility

Number of Impacted Receivers **6**

Number of Benefited Receivers **0**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure **0**

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Barrier length could not be extended due to the existing access being cut-off.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 6, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 4 - Receiver 20**

Feasibility

Number of Impacted Receivers

1

Number of Benefited Receivers

1

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Barrier length could not be extended due to the existing access being cut-off.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 6, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 5 - Receiver 21 (2 units)**

Feasibility

Number of Impacted Receivers **2**

Number of Benefited Receivers **2**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Barrier length could not be extended due to the existing access being cut-off.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 6, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 6a & 6b - Receiver 33,36,38, & 39**

Feasibility

Number of Impacted Receivers **4**

Number of Benefited Receivers **4**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Safety	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Drainage	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Maintenance	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Access	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Exposed Height of Wall	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If "Yes" was marked for any of the questions above, please explain below.

Barrier length could not be extended due to the existing access being cut-off.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 6, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 7 - Receivers 34 & 35**

Feasibility

Number of Impacted Receivers **2**

Number of Benefited Receivers **0**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure **0**

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Barrier length could not be extended due to the existing access being cut-off.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 6, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 8 - Receiver 40**

Feasibility

Number of Impacted Receivers

1

Number of Benefited Receivers

0

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

0

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Barrier length could not be extended due to the existing access being cut-off.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in **support** of noise abatement measure

Percentage of Benefited Receivers in **support** of noise abatement measure

Number of Benefited Receivers **opposed** to noise abatement measure

Percentage of Benefited Receivers **opposed** to noise abatement measure

Number of Benefited Receivers that **did not respond** to solicitation on noise abatement measure

Percentage of Benefited Receivers that **did not respond** to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 6, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 9 - Receivers 41,46,47,48, 54,57,58 & 61**

Feasibility

Number of Impacted Receivers **8**

Number of Benefited Receivers **7**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

88

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 10 - Receivers 42 & 43**

Feasibility

Number of Impacted Receivers **2**

Number of Benefited Receivers **1**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

50

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Extending the fall to increase noise reduction would remove existing access points.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name Clements Ferry Phase 2: From Jack Primus Road to SC 41

Highway Traffic Noise Abatement Measure Barrier 11 - Receivers 44 & 45

Feasibility

Number of Impacted Receivers 2

Number of Benefited Receivers 0

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure 0

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

- | | | |
|------------------------|---|--|
| Topography | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Safety | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Drainage | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Utilities | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Maintenance | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Access | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Exposed Height of Wall | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

If "Yes" was marked for any of the questions above, please explain below.

Extending the fall to increase noise reduction would remove existing access points.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? Yes No
NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name Clements Ferry Phase 2: From Jack Primus Road to SC 41

Highway Traffic Noise Abatement Measure Barrier 12 - Receivers 62 & 63

Feasibility

Number of Impacted Receivers 2 Number of Benefited Receivers 0

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure 0

Is the proposed noise abatement measure acoustically feasible? Yes No
 NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

- | | | |
|------------------------|---|--|
| Topography | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Safety | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Drainage | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Utilities | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Maintenance | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| Access | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Exposed Height of Wall | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

If "Yes" was marked for any of the questions above, please explain below.

Extending the fall to increase noise reduction would remove existing access points.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 13 - Receiver 66**

Feasibility

Number of Impacted Receivers

1

Number of Benefited Receivers

0

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

0

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Extending the fall to increase noise reduction would remove existing access points.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 14 - Receiver 68**

Feasibility

Number of Impacted Receivers

1

Number of Benefited Receivers

0

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

0

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Extending the fall to increase noise reduction would remove existing access points.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 15 - Receiver 70**

Feasibility

Number of Impacted Receivers **1**

Number of Benefited Receivers **0**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure **0**

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Safety	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Drainage	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Maintenance	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Access	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Exposed Height of Wall	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If "Yes" was marked for any of the questions above, please explain below.

Extending the fall to increase noise reduction would remove existing access points.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers 0

Number of Benefited Receivers that achieve at least an 8 dBA reduction 0

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 0

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 16 - Receiver 71**

Feasibility

Number of Impacted Receivers

1

Number of Benefited Receivers

1

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Extending the wall to increase noise reduction would remove existing access points.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 17 - Receiver 72**

Feasibility

Number of Impacted Receivers

1

Number of Benefited Receivers

1

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Extending the fall to increase noise reduction would remove existing access points.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 18 - Receivers 73 & 74**

Feasibility

Number of Impacted Receivers **2**

Number of Benefited Receivers **2**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 19 - Receivers 110 to 114**

Feasibility

Number of Impacted Receivers **5**

Number of Benefited Receivers **5**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 20 - Receiver 131**

Feasibility

Number of Impacted Receivers

1

Number of Benefited Receivers

1

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 21 - Receiver 134 (Keith School Museum)**

Feasibility

Number of Impacted Receivers

1

Number of Benefited Receivers

1

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 22 - Receivers 171 to 174**

Feasibility

Number of Impacted Receivers **4**

Number of Benefited Receivers **1**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

25

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 23 - Receivers 199 to 202**

Feasibility

Number of Impacted Receivers **4**

Number of Benefited Receivers **4**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 24 - Receivers 203 & 204**

Feasibility

Number of Impacted Receivers **2**

Number of Benefited Receivers **1**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

50

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 25 - Receivers 219 to 222**

Feasibility

Number of Impacted Receivers **4**

Number of Benefited Receivers **2**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

50

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name Clements Ferry Phase 2: From Jack Primus Road to SC 41

Highway Traffic Noise Abatement Measure Barrier 26 - Receiver 224

Feasibility

Number of Impacted Receivers

Number of Benefited Receivers

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access. Barrier also blocks existing parking and lot and access ways on the property.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 27 - Receiver 225**

Feasibility

Number of Impacted Receivers **1**

Number of Benefited Receivers **1**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Safety	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Drainage	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Maintenance	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Access	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Exposed Height of Wall	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? Yes No
NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 28 - Receivers 236 & 235**

Feasibility

Number of Impacted Receivers **2**

Number of Benefited Receivers **0**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

0

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Safety	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Drainage	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Maintenance	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Access	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Exposed Height of Wall	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name Clements Ferry Phase 2: From Jack Primus Road to SC 41

Highway Traffic Noise Abatement Measure Barrier 29 - Receiver 239

Feasibility

Number of Impacted Receivers

1

Number of Benefited Receivers

1

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? Yes No
NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 30 - Receiver 251**

Feasibility

Number of Impacted Receivers **1**

Number of Benefited Receivers **1**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? Yes No
NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 31 - Receivers 252,263 & 290**

Feasibility

Number of Impacted Receivers **3**

Number of Benefited Receivers **3**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Safety	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Drainage	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Maintenance	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Access	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Exposed Height of Wall	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? Yes No
NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name Clements Ferry Phase 2: From Jack Primus Road to SC 41

Highway Traffic Noise Abatement Measure Barrier 32 - Receiver 264

Feasibility

Number of Impacted Receivers 1

Number of Benefited Receivers 0

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

0

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 33 - Receiver 265**

Feasibility

Number of Impacted Receivers **1**

Number of Benefited Receivers **1**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 7, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 34 - Receiver 268 (5 units)**

Feasibility

Number of Impacted Receivers **5**

Number of Benefited Receivers **5**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Safety	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Drainage	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Maintenance	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Access	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Exposed Height of Wall	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 8, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 35 - Receiver 289 (4 units)**

Feasibility

Number of Impacted Receivers **4**

Number of Benefited Receivers **4**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Safety	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Drainage	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Maintenance	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Access	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Exposed Height of Wall	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.

Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.

Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 8, 2018

Project Name Clements Ferry Phase 2: From Jack Primus Road to SC 41

Highway Traffic Noise Abatement Measure Barrier 36 - Receiver 291

Feasibility

Number of Impacted Receivers 1

Number of Benefited Receivers 1

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Safety	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Drainage	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Maintenance	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Access	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Exposed Height of Wall	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible, but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 8, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 37 - Receiver 293**

Feasibility

Number of Impacted Receivers **1**

Number of Benefited Receivers **0**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

0

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 13, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 38 - Receiver 216**

Feasibility

Number of Impacted Receivers

1

Number of Benefited Receivers

0

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

0

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? Yes No
NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 13, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 39 - Receiver 226**

Feasibility

Number of Impacted Receivers **1**

Number of Benefited Receivers **1**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

100

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? Yes No
NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 13, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 40 - Receiver 240**

Feasibility

Number of Impacted Receivers **1**

Number of Benefited Receivers **0**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

0

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 13, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 41 - Receiver 292**

Feasibility

Number of Impacted Receivers **1**

Number of Benefited Receivers **0**

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure **0**

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Safety	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Drainage	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Maintenance	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Access	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Exposed Height of Wall	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 13, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 42 - Receiver 296**

Feasibility

Number of Impacted Receivers

1

Number of Benefited Receivers

0

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

0

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable?

NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.

Yes No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement.

Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: Feb 13, 2018

Project Name **Clements Ferry Phase 2: From Jack Primus Road to SC 41**

Highway Traffic Noise Abatement Measure **Barrier 43 - Receiver 298**

Feasibility

Number of Impacted Receivers

1

Number of Benefited Receivers

0

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure

0

Is the proposed noise abatement measure acoustically feasible?

NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

Yes

No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography

Yes

No

Safety

Yes

No

Drainage

Yes

No

Utilities

Yes

No

Maintenance

Yes

No

Access

Yes

No

Exposed Height of Wall

Yes

No

If "Yes" was marked for any of the questions above, please explain below.

The length of the barrier could not be extended because it would block existing access.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? Yes No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of \$30,000 per Benefited Receiver, would the abatement measure be reasonable? Yes No

NOTE: SCDOT Policy states that the preliminary noise analysis is based on \$35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in support of noise abatement measure

Number of Benefited Receivers opposed to noise abatement measure

Number of Benefited Receivers that did not respond to solicitation on noise abatement measure

Percentage of Benefited Receivers in support of noise abatement measure

Percentage of Benefited Receivers opposed to noise abatement measure

Percentage of Benefited Receivers that did not respond to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. Yes No

Final Determination for Noise Abatement Measure

Based on the above results, this abatement feature is not feasible or reasonable.

INPUT: ROADWAYS

Three Oaks Engineering
H. Robbins

22 March 2018
TNM 2.5

Clements Ferry Phase 2 Widening

INPUT: ROADWAYS
PROJECT/CONTRACT:
RUN:

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with the approval of FHWA

Clements Ferry Phase 2 Widening
Build 2040

Roadway Name		Points		Coordinates (pavement)			Flow Control		Segment		
Name	Width	Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
EB Inside Lane	12.0	point833	833	2,340,734.2	394,933.3	30.00				Average	
		point834	834	2,341,474.0	395,358.6	30.00				Average	
		point835	835	2,341,713.8	395,489.3	30.00				Average	
		point836	836	2,341,825.0	395,546.7	30.00				Average	
		point837	837	2,341,907.2	395,591.4	30.00				Average	
		point838	838	2,341,974.5	395,628.1	30.00				Average	
		point839	839	2,342,091.5	395,691.0	30.00				Average	
		point840	840	2,342,217.8	395,759.0	30.00				Average	
		point841	841	2,342,372.8	395,841.4	30.00				Average	
		point842	842	2,342,568.8	395,945.2	29.00				Average	
		point843	843	2,342,679.0	396,006.2	27.00				Average	
		point844	844	2,342,832.0	396,087.6	27.00				Average	
		point845	845	2,342,890.2	396,118.1	27.00				Average	
		point846	846	2,343,017.0	396,185.7	27.00				Average	
		point847	847	2,343,156.0	396,260.1	27.00				Average	
		point848	848	2,343,261.5	396,317.3	27.00				Average	
		point849	849	2,343,412.0	396,397.9	27.00				Average	
		point850	850	2,343,453.2	396,418.5	27.00				Average	
		point851	851	2,343,489.0	396,438.2	27.00				Average	
		point852	852	2,343,521.2	396,457.0	27.00				Average	
		point853	853	2,343,599.2	396,507.2	27.00				Average	
		point854	854	2,343,654.8	396,547.5	27.00				Average	
		point855	855	2,343,723.5	396,602.1	27.00				Average	
		point856	856	2,343,815.8	396,687.2	27.00				Average	
		point857	857	2,343,891.0	396,769.6	27.00				Average	

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

	point858	858	2,343,971.5	396,857.8	27.00	Average
	point859	859	2,344,030.5	396,924.9	27.00	Average
	point860	860	2,344,096.0	396,998.4	27.00	Average
	point861	861	2,344,168.5	397,080.8	27.00	Average
	point862	862	2,344,241.0	397,161.3	27.00	Average
	point863	863	2,344,332.2	397,265.2	27.00	Average
	point864	864	2,344,397.8	397,335.9	27.00	Average
	point865	865	2,344,498.0	397,448.8	27.00	Average
	point866	866	2,344,561.2	397,520.9	27.00	Average
	point867	867	2,344,633.8	397,598.8	27.00	Average
	point868	868	2,344,690.2	397,661.5	27.00	Average
	point869	869	2,344,730.5	397,700.0	27.00	Average
	point870	870	2,344,761.0	397,726.8	27.00	Average
	point871	871	2,344,823.8	397,777.0	27.00	Average
	point872	872	2,344,869.2	397,811.0	27.00	Average
	point873	873	2,344,924.8	397,847.7	27.00	Average
	point874	874	2,345,002.8	397,897.0	27.00	Average
	point875	875	2,345,077.0	397,931.0	27.00	Average
	point876	876	2,345,133.5	397,959.7	27.00	Average
	point877	877	2,345,228.2	397,998.2	27.00	Average
	point878	878	2,345,290.2	398,019.7	27.00	Average
	point879	879	2,345,335.0	398,031.3	27.00	Average
	point880	880	2,345,429.0	398,054.6	26.00	Average
	point881	881	2,345,548.0	398,084.1	27.00	Average
	point882	882	2,345,667.2	398,113.7	27.00	Average
	point883	883	2,345,794.2	398,145.9	27.00	Average
	point884	884	2,345,896.0	398,171.7	27.00	Average
	point885	885	2,345,952.5	398,186.9	27.00	Average
	point886	886	2,346,000.8	398,197.7	27.00	Average
	point887	887	2,346,100.2	398,220.9	28.00	Average
	point888	888	2,346,173.8	398,236.2	28.00	Average
	point889	889	2,346,217.5	398,247.8	28.00	Average
	point890	890	2,346,313.2	398,264.8	28.00	Average
	point891	891	2,346,394.0	398,278.2	28.00	Average
	point892	892	2,346,513.0	398,297.0	28.00	Average
	point893	893	2,346,610.8	398,315.8	28.00	Average
	point894	894	2,346,658.0	398,326.6	28.00	Average
	point895	895	2,346,727.0	398,339.1	28.00	Average

	point1972	972	2,356,282.5	402,578.8	17.00	Average
	point1973	973	2,356,481.2	402,541.2	17.00	Average
	point1974	974	2,356,674.2	402,508.0	16.00	Average
	point1975	975	2,356,882.0	402,470.3	16.00	Average
	point1976	976	2,357,078.0	402,435.4	16.00	Average
	point1977	977	2,357,395.0	402,378.1	16.00	Average
	point1978	978	2,357,568.0	402,346.8	16.00	Average
	point1979	979	2,357,671.0	402,336.0	16.00	Average
	point1980	980	2,357,737.2	402,333.3	16.00	Average
	point1981	981	2,357,828.5	402,332.4	16.00	Average
	point1982	982	2,358,002.8	402,349.5	16.00	Average
	point1983	983	2,358,264.2	402,380.8	16.00	Average
	point1984	984	2,358,561.5	402,403.2	15.00	Average
	point1985	985	2,358,837.2	402,394.2	15.00	Average
	point1986	986	2,359,062.0	402,383.5	15.00	Average
	point1987	987	2,359,269.5	402,374.5	15.00	Average
	point1988	988	2,359,381.2	402,370.1	15.00	Average
	point1989	989	2,359,602.5	402,360.2	14.00	Average
	point1990	990	2,359,858.8	402,346.8	14.00	Average
	point1991	991	2,360,284.0	402,328.0	14.00	Average
	point1992	992	2,360,456.0	402,319.9	14.00	Average
	point1993	993	2,360,500.8	402,318.1	14.00	Average
	point1994	994	2,360,664.2	402,309.7	14.00	Average
	point1995	995	2,360,759.0	402,302.6	13.00	Average
	point1996	996	2,360,831.5	402,296.3	13.00	Average
	point1997	997	2,360,877.2	402,289.1	13.00	Average
	point1998	998	2,360,928.2	402,277.5	13.00	Average
	point1999	999	2,360,982.0	402,264.1	13.00	Average
	point1000	1000	2,361,046.5	402,244.3	13.00	Average
	point1001	1001	2,361,163.0	402,200.5	13.00	Average
	point1002	1002	2,361,257.8	402,152.1	13.00	Average
	point1003	1003	2,361,330.2	402,111.8	13.00	Average
	point1004	1004	2,361,411.0	402,056.3	12.00	Average
	point1005	1005	2,361,524.0	401,959.2	12.00	Average
	point1006	1006	2,361,577.5	401,903.2	12.00	Average
	point1007	1007	2,361,645.5	401,826.2	12.00	Average
	point1008	1008	2,361,693.0	401,762.6	11.00	Average
	point1009	1009	2,361,736.0	401,699.4	11.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

	point1048	1048	2,342,684.0	395,996.0	27.00	Average
	point1049	1049	2,342,838.0	396,076.5	27.00	Average
	point1050	1050	2,342,899.0	396,109.8	27.00	Average
	point1051	1051	2,343,021.0	396,176.3	27.00	Average
	point1052	1052	2,343,161.2	396,251.2	27.00	Average
	point1053	1053	2,343,270.8	396,309.5	27.00	Average
	point1054	1054	2,343,420.5	396,388.5	27.00	Average
	point1055	1055	2,343,463.5	396,410.7	27.00	Average
	point1056	1056	2,343,496.8	396,430.2	27.00	Average
	point1057	1057	2,343,533.0	396,452.3	27.00	Average
	point1058	1058	2,343,606.5	396,499.5	27.00	Average
	point1059	1059	2,343,658.2	396,535.8	27.00	Average
	point1060	1060	2,343,733.2	396,595.4	27.00	Average
	point1061	1061	2,343,826.2	396,680.1	27.00	Average
	point1062	1062	2,343,905.2	396,764.7	27.00	Average
	point1063	1063	2,343,981.5	396,852.0	27.00	Average
	point1064	1064	2,344,044.0	396,920.0	27.00	Average
	point1065	1065	2,344,107.8	396,992.1	27.00	Average
	point1066	1066	2,344,179.8	397,072.6	27.00	Average
	point1067	1067	2,344,253.2	397,155.8	27.00	Average
	point1068	1068	2,344,343.5	397,257.0	27.00	Average
	point1069	1069	2,344,408.8	397,330.5	27.00	Average
	point1070	1070	2,344,508.5	397,442.9	27.00	Average
	point1071	1071	2,344,571.2	397,513.9	27.00	Average
	point1072	1072	2,344,642.0	397,592.9	27.00	Average
	point1073	1073	2,344,700.2	397,653.9	27.00	Average
	point1074	1074	2,344,743.2	397,694.2	27.00	Average
	point1075	1075	2,344,769.5	397,719.1	27.00	Average
	point1076	1076	2,344,832.0	397,767.7	27.00	Average
	point1077	1077	2,344,877.8	397,803.8	27.00	Average
	point1078	1078	2,344,929.0	397,838.4	27.00	Average
	point1079	1079	2,345,013.8	397,887.0	27.00	Average
	point1080	1080	2,345,080.2	397,923.0	27.00	Average
	point1081	1081	2,345,138.5	397,948.0	27.00	Average
	point1082	1082	2,345,234.2	397,985.4	27.00	Average
	point1083	1083	2,345,295.2	398,006.2	27.00	Average
	point1084	1084	2,345,343.8	398,018.7	27.00	Average
	point1085	1085	2,345,435.2	398,042.3	26.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

point1200	1200	2,360,758.5	402,289.6	13.00	Average
point1201	1201	2,360,833.2	402,282.7	13.00	Average
point1202	1202	2,360,873.5	402,277.4	13.00	Average
point1203	1203	2,360,926.2	402,264.9	13.00	Average
point1204	1204	2,360,977.5	402,252.5	13.00	Average
point1205	1205	2,361,042.8	402,231.7	13.00	Average
point1206	1206	2,361,155.0	402,187.3	13.00	Average
point1207	1207	2,361,252.2	402,142.9	13.00	Average
point1208	1208	2,361,329.8	402,099.9	13.00	Average
point1209	1209	2,361,404.8	402,045.8	12.00	Average
point1210	1210	2,361,515.8	401,950.1	12.00	Average
point1211	1211	2,361,571.2	401,893.2	12.00	Average
point1212	1212	2,361,635.0	401,818.3	12.00	Average
point1213	1213	2,361,683.5	401,755.9	11.00	Average
point1214	1214	2,361,723.8	401,690.7	11.00	Average
point1215	1215	2,361,787.5	401,578.4	11.00	Average
point1216	1216	2,361,820.8	401,497.9	11.00	Average
point1217	1217	2,361,848.5	401,427.2	11.00	Average
point1218	1218	2,361,873.5	401,343.5	11.00	Average
point1219	1219	2,361,887.5	401,292.1	11.00	Average
point1220	1220	2,361,895.8	401,251.9	10.00	Average
point1221	1221	2,361,909.5	401,161.8	10.00	Average
point1222	1222	2,361,916.5	401,091.0	10.00	Average
point1223	1223	2,361,916.5	400,996.7	10.00	Average
point1224	1224	2,361,914.0	400,918.2	10.00	Average
point1225	1225	2,361,909.8	400,861.4	10.00	Average
point1226	1226	2,361,901.5	400,796.2	10.00	Average
point1227	1227	2,361,886.2	400,715.7	10.00	Average
point1228	1228	2,361,867.5	400,636.9	10.00	Average
point1229	1229	2,361,837.8	400,535.4	10.00	Average
point1230	1230	2,361,798.8	400,445.3	10.00	Average
point1231	1231	2,361,764.2	400,373.2	10.00	Average
point1232	1232	2,361,735.0	400,320.4	10.00	Average
point1233	1233	2,361,697.5	400,266.3	10.00	Average
point1234	1234	2,361,670.5	400,223.6	10.00	Average
point1235	1235	2,361,638.0	400,181.8	10.00	Average
point1236	1236	2,361,554.8	400,083.8	10.00	Average
point1237	1237	2,361,457.8	399,975.7	10.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

		point1238	1238	2,361,380.0	399,889.7	10.00			Average
		point1239	1239	2,361,256.5	399,759.3	10.00			Average
		point1240	1240	2,361,111.0	399,605.9	10.00			Average
		point1241	1241	2,361,009.8	399,506.1	10.00			Average
		point1242	1242	2,360,923.8	399,427.0	10.00			
WB Inside Lane	12.0	point1243	1243	2,360,950.2	399,404.0	10.00			Average
		point1244	1244	2,361,036.8	399,488.7	10.00			Average
		point1245	1245	2,361,140.5	399,588.9	10.00			Average
		point1246	1246	2,361,292.5	399,741.9	10.00			Average
		point1247	1247	2,361,413.5	399,876.7	10.00			Average
		point1248	1248	2,361,488.8	399,959.7	10.00			Average
		point1249	1249	2,361,583.8	400,057.5	10.00			Average
		point1250	1250	2,361,677.2	400,166.4	10.00			Average
		point1251	1251	2,361,707.5	400,205.3	10.00			Average
		point1252	1252	2,361,731.5	400,245.1	10.00			Average
		point1253	1253	2,361,768.8	400,303.8	10.00			Average
		point1254	1254	2,361,802.5	400,363.4	10.00			Average
		point1255	1255	2,361,838.0	400,437.8	10.00			Average
		point1256	1256	2,361,873.2	400,526.8	10.00			Average
		point1257	1257	2,361,907.0	400,631.6	10.00			Average
		point1258	1258	2,361,928.8	400,715.4	10.00			Average
		point1259	1259	2,361,941.5	400,794.9	10.00			Average
		point1260	1260	2,361,951.0	400,864.9	10.00			Average
		point1261	1261	2,361,955.5	400,933.2	10.00			Average
		point1262	1262	2,361,958.0	400,992.8	10.00			Average
		point1263	1263	2,361,954.5	401,090.4	10.00			Average
		point1264	1264	2,361,947.8	401,162.2	10.00			Average
		point1265	1265	2,361,933.8	401,254.8	11.00			Average
		point1266	1266	2,361,926.0	401,291.2	11.00			Average
		point1267	1267	2,361,912.2	401,347.3	11.00			Average
		point1268	1268	2,361,888.0	401,432.0	11.00			Average
		point1269	1269	2,361,859.5	401,512.4	11.00			Average
		point1270	1270	2,361,822.2	401,595.3	11.00			Average
		point1271	1271	2,361,755.8	401,714.6	11.00			Average
		point1272	1272	2,361,711.8	401,783.8	12.00			Average
		point1273	1273	2,361,669.0	401,841.0	12.00			Average
		point1274	1274	2,361,599.0	401,923.1	12.00			Average
		point1275	1275	2,361,544.8	401,977.5	12.00			Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

	point\1276	1276	2,361,428.8	402,075.2	13.00	Average
	point\1277	1277	2,361,345.0	402,135.7	13.00	Average
	point\1278	1278	2,361,271.5	402,176.3	13.00	Average
	point\1279	1279	2,361,170.5	402,229.0	13.00	Average
	point\1280	1280	2,361,053.8	402,273.1	13.00	Average
	point\1281	1281	2,360,990.8	402,290.4	13.00	Average
	point\1282	1282	2,360,932.0	402,304.2	13.00	Average
	point\1283	1283	2,360,875.8	402,316.3	13.00	Average
	point\1284	1284	2,360,825.5	402,326.7	13.00	Average
	point\1285	1285	2,360,754.8	402,333.6	14.00	Average
	point\1286	1286	2,360,661.5	402,337.0	14.00	Average
	point\1287	1287	2,360,497.2	402,344.8	14.00	Average
	point\1288	1288	2,360,452.2	402,348.3	14.00	Average
	point\1289	1289	2,360,289.2	402,355.0	14.00	Average
	point\1290	1290	2,359,856.2	402,375.8	14.00	Average
	point\1291	1291	2,359,603.0	402,387.0	15.00	Average
	point\1292	1292	2,359,378.2	402,397.4	15.00	Average
	point\1293	1293	2,359,267.8	402,402.6	15.00	Average
	point\1294	1294	2,359,057.2	402,412.1	15.00	Average
	point\1295	1295	2,358,836.0	402,424.2	15.00	Average
	point\1296	1296	2,358,662.2	402,431.9	15.00	Average
	point\1297	1297	2,358,617.2	402,432.8	15.00	Average
	point\1298	1298	2,358,554.2	402,431.1	15.00	Average
	point\1299	1299	2,358,391.8	402,422.4	16.00	Average
	point\1300	1300	2,358,248.2	402,406.9	16.00	Average
	point\1301	1301	2,357,998.0	402,377.5	16.00	Average
	point\1302	1302	2,357,815.8	402,360.2	16.00	Average
	point\1303	1303	2,357,724.0	402,360.2	16.00	Average
	point\1304	1304	2,357,656.5	402,365.4	16.00	Average
	point\1305	1305	2,357,566.8	402,374.0	16.00	Average
	point\1306	1306	2,357,391.2	402,411.2	16.00	Average
	point\1307	1307	2,357,078.5	402,468.2	16.00	Average
	point\1308	1308	2,356,887.5	402,502.5	16.00	Average
	point\1309	1309	2,356,679.2	402,539.6	16.00	Average
	point\1310	1310	2,356,479.5	402,577.7	17.00	Average
	point\1311	1311	2,356,282.5	402,611.4	17.00	Average
	point\1312	1312	2,356,131.2	402,639.9	17.00	Average
	point\1313	1313	2,356,008.5	402,662.3	18.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

point1314	1314	2,355,857.2	402,689.2	18.00	Average
point1315	1315	2,355,724.2	402,709.0	18.00	Average
point1316	1316	2,355,579.0	402,713.3	19.00	Average
point1317	1317	2,355,436.5	402,707.3	19.00	Average
point1318	1318	2,355,340.5	402,696.1	19.00	Average
point1319	1319	2,355,286.2	402,685.7	19.00	Average
point1320	1320	2,355,182.5	402,660.6	20.00	Average
point1321	1321	2,355,084.8	402,626.9	20.00	Average
point1322	1322	2,355,033.0	402,607.0	20.00	Average
point1323	1323	2,354,944.0	402,569.0	20.00	Average
point1324	1324	2,354,865.2	402,530.1	20.00	Average
point1325	1325	2,354,646.8	402,414.3	21.00	Average
point1326	1326	2,354,423.8	402,295.9	21.00	Average
point1327	1327	2,354,260.0	402,207.4	22.00	Average
point1328	1328	2,354,151.2	402,153.8	22.00	Average
point1329	1329	2,353,922.2	402,029.4	23.00	Average
point1330	1330	2,353,728.5	401,927.4	23.00	Average
point1331	1331	2,353,530.8	401,823.7	23.00	Average
point1332	1332	2,353,340.8	401,725.7	24.00	Average
point1333	1333	2,353,273.5	401,691.1	24.00	Average
point1334	1334	2,353,024.5	401,558.9	25.00	Average
point1335	1335	2,352,839.5	401,459.5	26.00	Average
point1336	1336	2,352,713.5	401,393.0	27.00	Average
point1337	1337	2,352,560.5	401,311.7	27.00	Average
point1338	1338	2,352,401.5	401,228.4	28.00	Average
point1339	1339	2,352,257.2	401,152.3	28.00	Average
point1340	1340	2,352,171.5	401,107.4	29.00	Average
point1341	1341	2,352,114.5	401,078.0	29.00	Average
point1342	1342	2,351,985.8	401,011.5	30.00	Average
point1343	1343	2,351,845.8	400,944.9	30.00	Average
point1344	1344	2,351,734.2	400,894.8	30.00	Average
point1345	1345	2,351,609.2	400,840.2	31.00	Average
point1346	1346	2,351,518.5	400,799.5	31.00	Average
point1347	1347	2,351,472.0	400,776.2	31.00	Average
point1348	1348	2,351,418.2	400,751.2	31.00	Average
point1349	1349	2,351,277.5	400,678.6	31.00	Average
point1350	1350	2,351,152.0	400,610.3	31.00	Average
point1351	1351	2,351,072.5	400,567.1	31.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

	point1352	1352	2,351,001.8	400,524.7	31.00	Average
	point1353	1353	2,350,936.0	400,484.1	31.00	Average
	point1354	1354	2,350,814.8	400,404.8	31.00	Average
	point1355	1355	2,350,782.8	400,384.9	31.00	Average
	point1356	1356	2,350,743.0	400,359.0	31.00	Average
	point1357	1357	2,350,706.0	400,336.5	30.00	Average
	point1358	1358	2,350,628.2	400,283.8	30.00	Average
	point1359	1359	2,350,561.5	400,233.7	30.00	Average
	point1360	1360	2,350,433.8	400,144.6	30.00	Average
	point1361	1361	2,350,279.5	400,030.9	30.00	Average
	point1362	1362	2,350,131.0	399,931.5	30.00	Average
	point1363	1363	2,349,949.5	399,814.8	30.00	Average
	point1364	1364	2,349,748.5	399,689.3	30.00	Average
	point1365	1365	2,349,593.8	399,591.7	30.00	Average
	point1366	1366	2,349,501.2	399,532.9	30.00	Average
	point1367	1367	2,349,396.8	399,469.8	30.00	Average
	point1368	1368	2,349,318.0	399,418.0	30.00	Average
	point1369	1369	2,349,215.2	399,352.3	30.00	Average
	point1370	1370	2,349,063.0	399,255.5	30.00	Average
	point1371	1371	2,348,910.2	399,161.1	30.00	Average
	point1372	1372	2,348,743.2	399,055.7	30.00	Average
	point1373	1373	2,348,587.8	398,958.0	30.00	Average
	point1374	1374	2,348,486.8	398,896.7	30.00	Average
	point1375	1375	2,348,417.5	398,861.2	30.00	Average
	point1376	1376	2,348,313.0	398,811.9	30.00	Average
	point1377	1377	2,348,247.2	398,783.4	30.00	Average
	point1378	1378	2,348,136.8	398,737.6	30.00	Average
	point1379	1379	2,348,047.8	398,706.5	30.00	Average
	point1380	1380	2,347,938.8	398,671.9	30.00	Average
	point1381	1381	2,347,813.5	398,641.7	30.00	Average
	point1382	1382	2,347,667.5	398,605.4	30.00	Average
	point1383	1383	2,347,556.8	398,578.2	30.00	Average
	point1384	1384	2,347,397.0	398,536.8	30.00	Average
	point1385	1385	2,347,242.2	398,497.9	30.00	Average
	point1386	1386	2,347,092.8	398,459.8	29.00	Average
	point1387	1387	2,346,936.2	398,419.2	29.00	Average
	point1388	1388	2,346,795.5	398,389.0	29.00	Average
	point1389	1389	2,346,710.0	398,370.8	28.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

point1390	1390	2,346,636.5	398,356.2	28.00		Average
point1391	1391	2,346,590.5	398,345.8	28.00		Average
point1392	1392	2,346,496.5	398,327.6	28.00		Average
point1393	1393	2,346,382.2	398,311.2	28.00		Average
point1394	1394	2,346,301.0	398,294.8	28.00		Average
point1395	1395	2,346,209.0	398,276.1	28.00		Average
point1396	1396	2,346,158.0	398,265.8	28.00		Average
point1397	1397	2,346,084.5	398,249.3	28.00		Average
point1398	1398	2,345,992.0	398,228.6	27.00		Average
point1399	1399	2,345,932.5	398,214.8	27.00		Average
point1400	1400	2,345,877.0	398,200.9	27.00		Average
point1401	1401	2,345,777.8	398,176.7	27.00		Average
point1402	1402	2,345,649.0	398,143.9	27.00		Average
point1403	1403	2,345,537.5	398,116.2	27.00		Average
point1404	1404	2,345,423.5	398,084.2	27.00		Average
point1405	1405	2,345,327.5	398,059.2	27.00		Average
point1406	1406	2,345,274.8	398,043.6	27.00		Average
point1407	1407	2,345,215.0	398,028.9	27.00		Average
point1408	1408	2,345,126.0	397,993.2	27.00		Average
point1409	1409	2,345,048.2	397,959.4	27.00		Average
point1410	1410	2,344,981.8	397,924.0	27.00		Average
point1411	1411	2,344,903.2	397,873.9	27.00		Average
point1412	1412	2,344,841.0	397,829.8	27.00		Average
point1413	1413	2,344,802.0	397,801.3	27.00		Average
point1414	1414	2,344,738.0	397,750.3	27.00		Average
point1415	1415	2,344,706.0	397,719.2	27.00		Average
point1416	1416	2,344,664.5	397,681.2	27.00		Average
point1417	1417	2,344,607.5	397,618.1	27.00		Average
point1418	1418	2,344,535.8	397,533.4	27.00		Average
point1419	1419	2,344,472.0	397,458.7	27.00		Average
point1420	1420	2,344,373.5	397,350.7	27.00		Average
point1421	1421	2,344,309.5	397,278.1	27.00		Average
point1422	1422	2,344,209.2	397,169.2	27.00		Average
point1423	1423	2,344,140.0	397,090.5	27.00		Average
point1424	1424	2,344,071.8	397,014.5	27.00		Average
point1425	1425	2,344,008.5	396,943.4	27.00		Average
point1426	1426	2,343,945.2	396,870.8	27.00		Average
point1427	1427	2,343,865.8	396,782.7	27.00		Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

	point1428	1428	2,343,793.2	396,703.2	27.00	Average
	point1429	1429	2,343,697.2	396,617.6	27.00	Average
	point1430	1430	2,343,634.2	396,569.2	27.00	Average
	point1431	1431	2,343,576.2	396,526.9	27.00	Average
	point1432	1432	2,343,502.8	396,481.9	27.00	Average
	point1433	1433	2,343,469.2	396,462.1	27.00	Average
	point1434	1434	2,343,432.0	396,438.7	27.00	Average
	point1435	1435	2,343,393.0	396,418.0	27.00	Average
	point1436	1436	2,343,247.2	396,340.0	28.00	Average
	point1437	1437	2,343,135.0	396,282.1	28.00	Average
	point1438	1438	2,342,998.5	396,208.7	28.00	Average
	point1439	1439	2,342,873.2	396,141.2	28.00	Average
	point1440	1440	2,342,814.5	396,111.0	29.00	Average
	point1441	1441	2,342,665.8	396,029.8	29.00	Average
	point1442	1442	2,342,553.5	395,969.2	29.00	Average
	point1443	1443	2,342,363.2	395,865.9	30.00	Average
	point1444	1444	2,342,207.8	395,782.9	30.00	Average
	point1445	1445	2,342,079.8	395,714.7	30.00	Average
	point1446	1446	2,341,964.8	395,655.0	30.00	Average
	point1447	1447	2,341,888.8	395,613.5	30.00	Average
	point1448	1448	2,341,846.5	395,588.5	30.00	Average
	point1449	1449	2,341,812.0	395,569.5	30.00	Average
	point1450	1450	2,341,701.5	395,513.9	30.00	Average
	point1451	1451	2,341,448.5	395,380.8	30.00	Average
	point1452	1452	2,340,724.2	394,960.8	30.00	Average
	point1453	1453	2,360,955.0	399,401.1	10.00	Average
	point1454	1454	2,361,040.2	399,482.0	10.00	Average
	point1455	1455	2,361,145.8	399,582.1	10.00	Average
	point1456	1456	2,361,300.5	399,738.7	10.00	Average
	point1457	1457	2,361,418.0	399,870.1	10.00	Average
	point1458	1458	2,361,493.8	399,953.6	10.00	Average
	point1459	1459	2,361,592.0	400,047.6	10.00	Average
	point1460	1460	2,361,687.8	400,158.9	10.00	Average
	point1461	1461	2,361,713.2	400,195.9	10.00	Average
	point1462	1462	2,361,740.0	400,236.0	10.00	Average
	point1463	1463	2,361,777.5	400,297.8	10.00	Average
	point1464	1464	2,361,812.2	400,357.8	10.00	Average
	point1465	1465	2,361,848.8	400,433.5	10.00	Average
WB Outside Lane		12.0				

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

point1466	1466	2,361,885.5	400,523.9	10.00	Average
point1467	1467	2,361,918.5	400,628.3	10.00	Average
point1468	1468	2,361,939.2	400,712.8	10.00	Average
point1469	1469	2,361,953.2	400,792.8	10.00	Average
point1470	1470	2,361,962.0	400,861.1	10.00	Average
point1471	1471	2,361,967.2	400,932.5	10.00	Average
point1472	1472	2,361,968.0	400,991.7	10.00	Average
point1473	1473	2,361,963.8	401,089.1	10.00	Average
point1474	1474	2,361,959.2	401,165.7	10.00	Average
point1475	1475	2,361,945.5	401,255.3	11.00	Average
point1476	1476	2,361,936.0	401,292.7	11.00	Average
point1477	1477	2,361,922.8	401,350.1	11.00	Average
point1478	1478	2,361,897.5	401,432.8	11.00	Average
point1479	1479	2,361,869.8	401,514.2	11.00	Average
point1480	1480	2,361,831.5	401,597.7	11.00	Average
point1481	1481	2,361,768.8	401,719.5	11.00	Average
point1482	1482	2,361,721.8	401,788.2	12.00	Average
point1483	1483	2,361,678.2	401,847.4	12.00	Average
point1484	1484	2,361,607.8	401,929.2	12.00	Average
point1485	1485	2,361,553.0	401,985.7	12.00	Average
point1486	1486	2,361,439.0	402,083.2	13.00	Average
point1487	1487	2,361,355.5	402,141.5	13.00	Average
point1488	1488	2,361,280.2	402,189.1	13.00	Average
point1489	1489	2,361,175.8	402,237.0	13.00	Average
point1490	1490	2,361,057.5	402,283.9	13.00	Average
point1491	1491	2,360,992.2	402,301.3	13.00	Average
point1492	1492	2,360,935.8	402,315.3	13.00	Average
point1493	1493	2,360,879.2	402,328.3	13.00	Average
point1494	1494	2,360,827.8	402,337.0	13.00	Average
point1495	1495	2,360,753.0	402,344.8	14.00	Average
point1496	1496	2,360,668.5	402,350.1	14.00	Average
point1497	1497	2,360,503.2	402,356.2	14.00	Average
point1498	1498	2,360,452.8	402,358.8	14.00	Average
point1499	1499	2,360,289.2	402,366.6	14.00	Average
point1500	1500	2,359,857.8	402,387.5	14.00	Average
point1501	1501	2,359,607.5	402,397.9	15.00	Average
point1502	1502	2,359,377.0	402,410.1	15.00	Average
point1503	1503	2,359,267.2	402,415.3	15.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

	point1504	1504	2,359,059.2	402,424.0	15.00			Average
	point1505	1505	2,358,838.2	402,435.3	15.00			Average
	point1506	1506	2,358,668.8	402,440.6	15.00			Average
	point1507	1507	2,358,620.8	402,444.0	15.00			Average
	point1508	1508	2,358,550.2	402,443.2	15.00			Average
	point1509	1509	2,358,393.0	402,432.2	16.00			Average
	point1510	1510	2,358,243.5	402,416.5	16.00			Average
	point1511	1511	2,357,995.5	402,386.1	16.00			Average
	point1512	1512	2,357,815.5	402,373.0	16.00			Average
	point1513	1513	2,357,722.2	402,370.4	16.00			Average
	point1514	1514	2,357,659.8	402,376.5	16.00			Average
	point1515	1515	2,357,566.5	402,387.0	16.00			Average
	point1516	1516	2,357,389.0	402,422.6	16.00			Average
	point1517	1517	2,357,082.0	402,479.2	16.00			Average
	point1518	1518	2,356,892.5	402,513.8	16.00			Average
	point1519	1519	2,356,681.0	402,552.1	16.00			Average
	point1520	1520	2,356,486.2	402,587.8	17.00			Average
	point1521	1521	2,356,287.8	402,623.4	17.00			Average
	point1522	1522	2,356,135.5	402,650.4	17.00			Average
	point1523	1523	2,356,016.2	402,672.1	18.00			Average
	point1524	1524	2,355,858.0	402,700.0	18.00			Average
	point1525	1525	2,355,729.2	402,719.1	18.00			Average
	point1526	1526	2,355,580.5	402,726.1	19.00			Average
	point1527	1527	2,355,438.2	402,721.7	19.00			Average
	point1528	1528	2,355,338.2	402,706.1	19.00			Average
	point1529	1529	2,355,280.8	402,695.6	19.00			Average
	point1530	1530	2,355,178.0	402,670.4	20.00			Average
	point1531	1531	2,355,079.8	402,638.2	20.00			Average
	point1532	1532	2,355,023.2	402,618.2	20.00			Average
	point1533	1533	2,354,936.2	402,579.9	20.00			Average
	point1534	1534	2,354,856.0	402,539.9	20.00			Average
	point1535	1535	2,354,641.2	402,425.0	21.00			Average
	point1536	1536	2,354,419.2	402,305.0	21.00			Average
	point1537	1537	2,354,256.0	402,217.5	22.00			Average
	point1538	1538	2,354,145.5	402,162.7	22.00			Average
	point1539	1539	2,353,912.5	402,037.4	23.00			Average
	point1540	1540	2,353,722.0	401,938.2	23.00			Average
	point1541	1541	2,353,527.0	401,836.4	23.00			Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

point1542	1542	2,353,336.5	401,733.8	24.00	Average
point1543	1543	2,353,263.2	401,695.5	24.00	Average
point1544	1544	2,353,022.2	401,570.2	25.00	Average
point1545	1545	2,352,835.8	401,472.2	26.00	Average
point1546	1546	2,352,704.2	401,402.7	27.00	Average
point1547	1547	2,352,556.2	401,325.2	27.00	Average
point1548	1548	2,352,397.0	401,239.9	28.00	Average
point1549	1549	2,352,252.8	401,162.5	28.00	Average
point1550	1550	2,352,163.0	401,119.0	29.00	Average
point1551	1551	2,352,106.5	401,087.7	29.00	Average
point1552	1552	2,351,978.8	401,020.7	30.00	Average
point1553	1553	2,351,841.2	400,956.3	30.00	Average
point1554	1554	2,351,732.5	400,906.7	30.00	Average
point1555	1555	2,351,605.5	400,851.4	31.00	Average
point1556	1556	2,351,509.0	400,809.7	31.00	Average
point1557	1557	2,351,457.8	400,786.2	31.00	Average
point1558	1558	2,351,409.0	400,760.1	31.00	Average
point1559	1559	2,351,270.8	400,689.6	31.00	Average
point1560	1560	2,351,146.2	400,621.7	31.00	Average
point1561	1561	2,351,065.2	400,577.4	31.00	Average
point1562	1562	2,350,994.0	400,536.5	31.00	Average
point1563	1563	2,350,929.5	400,494.7	31.00	Average
point1564	1564	2,350,804.2	400,416.4	31.00	Average
point1565	1565	2,350,771.2	400,394.7	31.00	Average
point1566	1566	2,350,735.5	400,371.2	31.00	Average
point1567	1567	2,350,699.0	400,346.8	30.00	Average
point1568	1568	2,350,620.8	400,292.0	30.00	Average
point1569	1569	2,350,550.2	400,243.2	30.00	Average
point1570	1570	2,350,428.0	400,150.6	30.00	Average
point1571	1571	2,350,267.0	400,037.4	30.00	Average
point1572	1572	2,350,125.2	399,941.8	30.00	Average
point1573	1573	2,349,940.8	399,824.3	30.00	Average
point1574	1574	2,349,740.8	399,699.9	30.00	Average
point1575	1575	2,349,586.8	399,601.6	30.00	Average
point1576	1576	2,349,497.5	399,544.5	30.00	Average
point1577	1577	2,349,389.5	399,477.5	30.00	Average
point1578	1578	2,349,311.2	399,427.9	30.00	Average
point1579	1579	2,349,204.2	399,360.9	30.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

	point\1580	1580	2,349,055.5	399,266.1	30.00	Average
	point\1581	1581	2,348,905.8	399,172.2	30.00	Average
	point\1582	1582	2,348,734.5	399,065.1	30.00	Average
	point\1583	1583	2,348,582.2	398,968.6	30.00	Average
	point\1584	1584	2,348,482.2	398,908.5	30.00	Average
	point\1585	1585	2,348,415.5	398,874.1	30.00	Average
	point\1586	1586	2,348,306.8	398,820.2	30.00	Average
	point\1587	1587	2,348,239.0	398,792.3	30.00	Average
	point\1588	1588	2,348,129.2	398,748.0	30.00	Average
	point\1589	1589	2,348,042.2	398,717.5	30.00	Average
	point\1590	1590	2,347,926.5	398,682.7	30.00	Average
	point\1591	1591	2,347,804.8	398,649.6	30.00	Average
	point\1592	1592	2,347,668.2	398,616.6	30.00	Average
	point\1593	1593	2,347,554.2	398,588.7	30.00	Average
	point\1594	1594	2,347,394.0	398,547.8	30.00	Average
	point\1595	1595	2,347,237.5	398,507.8	30.00	Average
	point\1596	1596	2,347,088.8	398,470.4	29.00	Average
	point\1597	1597	2,346,935.0	398,433.7	29.00	Average
	point\1598	1598	2,346,792.2	398,399.2	29.00	Average
	point\1599	1599	2,346,706.2	398,380.1	28.00	Average
	point\1600	1600	2,346,633.0	398,366.2	28.00	Average
	point\1601	1601	2,346,588.8	398,356.6	28.00	Average
	point\1602	1602	2,346,490.5	398,339.2	28.00	Average
	point\1603	1603	2,346,380.8	398,322.7	28.00	Average
	point\1604	1604	2,346,299.0	398,306.2	28.00	Average
	point\1605	1605	2,346,203.2	398,287.9	28.00	Average
	point\1606	1606	2,346,152.0	398,277.4	28.00	Average
	point\1607	1607	2,346,078.0	398,261.8	28.00	Average
	point\1608	1608	2,345,987.5	398,238.3	27.00	Average
	point\1609	1609	2,345,923.2	398,223.5	27.00	Average
	point\1610	1610	2,345,867.5	398,211.3	27.00	Average
	point\1611	1611	2,345,770.0	398,186.1	27.00	Average
	point\1612	1612	2,345,649.0	398,154.8	27.00	Average
	point\1613	1613	2,345,537.0	398,126.2	27.00	Average
	point\1614	1614	2,345,415.2	398,094.9	27.00	Average
	point\1615	1615	2,345,321.2	398,072.3	27.00	Average
	point\1616	1616	2,345,264.0	398,055.8	27.00	Average
	point\1617	1617	2,345,203.0	398,035.8	27.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

	point1618	1618	2,345,116.8	398,000.1	27.00			Average
	point1619	1619	2,345,041.2	397,966.2	27.00			Average
	point1620	1620	2,344,974.2	397,930.5	27.00			Average
	point1621	1621	2,344,895.0	397,882.7	27.00			Average
	point1622	1622	2,344,831.5	397,839.2	27.00			Average
	point1623	1623	2,344,790.5	397,806.9	27.00			Average
	point1624	1624	2,344,731.5	397,759.1	27.00			Average
	point1625	1625	2,344,695.0	397,726.0	27.00			Average
	point1626	1626	2,344,654.0	397,686.0	27.00			Average
	point1627	1627	2,344,598.2	397,625.1	27.00			Average
	point1628	1628	2,344,527.5	397,544.6	27.00			Average
	point1629	1629	2,344,459.8	397,466.3	27.00			Average
	point1630	1630	2,344,363.0	397,357.5	27.00			Average
	point1631	1631	2,344,299.5	397,287.1	27.00			Average
	point1632	1632	2,344,201.2	397,177.4	27.00			Average
	point1633	1633	2,344,130.8	397,098.2	27.00			Average
	point1634	1634	2,344,064.8	397,024.3	27.00			Average
	point1635	1635	2,343,997.8	396,947.7	27.00			Average
	point1636	1636	2,343,940.8	396,883.8	27.00			Average
	point1637	1637	2,343,855.5	396,789.8	27.00			Average
	point1638	1638	2,343,784.2	396,711.5	27.00			Average
	point1639	1639	2,343,688.5	396,625.3	27.00			Average
	point1640	1640	2,343,625.0	396,576.6	27.00			Average
	point1641	1641	2,343,567.5	396,534.8	27.00			Average
	point1642	1642	2,343,496.2	396,490.5	27.00			Average
	point1643	1643	2,343,460.5	396,468.7	27.00			Average
	point1644	1644	2,343,424.0	396,449.6	27.00			Average
	point1645	1645	2,343,384.8	396,428.7	27.00			Average
	point1646	1646	2,343,242.2	396,352.1	28.00			Average
	point1647	1647	2,343,129.0	396,290.4	28.00			Average
	point1648	1648	2,342,996.5	396,219.4	28.00			Average
	point1649	1649	2,342,868.5	396,151.6	28.00			Average
	point1650	1650	2,342,806.8	396,120.2	29.00			Average
	point1651	1651	2,342,654.5	396,038.4	29.00			Average
	point1652	1652	2,342,545.0	395,979.3	29.00			Average
	point1653	1653	2,342,355.2	395,875.8	30.00			Average
	point1654	1654	2,342,198.8	395,791.3	30.00			Average
	point1655	1655	2,342,074.2	395,726.1	30.00			Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

			point1656	1656	2,341,957.8	395,663.5	30.00			Average
			point1657	1657	2,341,881.0	395,619.9	30.00			Average
			point1658	1658	2,341,837.0	395,597.7	30.00			Average
			point1659	1659	2,341,803.2	395,578.6	30.00			Average
			point1660	1660	2,341,691.8	395,522.0	30.00			Average
			point1661	1661	2,341,441.2	395,388.9	30.00			Average
			point1662	1662	2,340,720.0	394,972.2	30.00			Average
	12.0	Point Hope Turnlane	point1670	1670	2,346,400.5	398,254.0	28.00			Average
			point1671	1671	2,346,670.2	398,303.6	28.00			Average
			point1672	1672	2,346,945.2	398,362.7	28.00			Average
	12.0	EB Left Turnlane Point Hope	point1673	1673	2,346,550.2	398,314.9	28.00			Average
			point1674	1674	2,346,669.2	398,343.6	28.00			Average
			point1675	1675	2,346,902.5	398,394.9	29.00			Average
			point1676	1676	2,346,947.8	398,406.2	29.00			Average
	12.0	WB Turn Point Hope	point1677	1677	2,347,679.5	398,596.1	30.00			Average
			point1678	1678	2,347,543.0	398,556.0	30.00			Average
			point1679	1679	2,347,396.8	398,518.6	30.00			Average
			point1680	1680	2,347,214.0	398,473.4	30.00			Average
			point1681	1681	2,347,080.0	398,436.8	29.00			Average
	12.0	EB Left Turn East of Point Hope	point1682	1682	2,348,093.2	398,697.3	30.00			Average
			point1683	1683	2,348,157.8	398,723.4	30.00			Average
			point1684	1684	2,348,262.0	398,772.2	30.00			Average
			point1685	1685	2,348,327.2	398,800.0	30.00			Average
			point1686	1686	2,348,384.8	398,826.1	30.00			Average
	12.0	EB Aux Lane	point1687	1687	2,348,040.2	398,642.5	30.00			Average
			point1688	1688	2,348,080.2	398,655.6	30.00			Average
			point1689	1689	2,348,173.2	398,689.5	30.00			Average
			point1690	1690	2,348,285.5	398,737.4	30.00			Average
			point1691	1691	2,348,350.8	398,767.8	30.00			Average
			point1692	1692	2,348,404.0	398,791.3	30.00			Average
	12.0	WB Left Turn East of Point Hope	point1693	1693	2,348,738.5	399,040.5	30.00			Average
			point1694	1694	2,348,616.8	398,955.2	30.00			Average
			point1695	1695	2,348,510.5	398,890.8	30.00			Average
	12.0	EB Right Turn Lane Nelliefield	point1696	1696	2,350,748.0	400,298.5	30.00			Average
			point1697	1697	2,350,774.0	400,316.8	30.00			Average
			point1698	1698	2,350,818.2	400,348.1	30.00			Average
			point1699	1699	2,350,843.5	400,366.3	30.00			Average
			point1700	1700	2,350,950.5	400,432.5	30.00			Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

EB Left Turn Lane at Nelliefield	12.0	point1701	1701	2,350,681.8	400,292.4	30.00	Average
		point1702	1702	2,350,726.2	400,325.4	30.00	Average
		point1703	1703	2,350,748.8	400,342.8	31.00	Average
		point1704	1704	2,350,795.8	400,375.0	31.00	Average
		point1705	1705	2,350,821.8	400,389.8	31.00	Average
		point1706	1706	2,350,923.8	400,456.0	31.00	
EB Right Turn at the Peninsula	12.0	point1707	1707	2,351,175.5	400,565.9	31.00	Average
		point1708	1708	2,351,307.8	400,638.2	31.00	Average
		point1709	1709	2,351,423.5	400,696.4	31.00	
WB Left Turn at Nelliefield	12.0	point1710	1710	2,351,345.2	400,707.8	31.00	Average
		point1711	1711	2,351,285.2	400,671.2	31.00	Average
		point1712	1712	2,351,157.2	400,601.6	31.00	Average
		point1713	1713	2,351,079.8	400,558.1	31.00	Average
		point1714	1714	2,351,025.0	400,523.3	31.00	
WB Left Turn at Peninsula	12.0	point1715	1715	2,351,872.5	400,946.5	30.00	Average
		point1716	1716	2,351,847.2	400,933.5	30.00	Average
		point1717	1717	2,351,741.0	400,885.6	30.00	Average
		point1718	1718	2,351,617.5	400,831.7	31.00	Average
		point1719	1719	2,351,533.2	400,793.4	31.00	
EB Left Turn at River Reach	12.0	point1720	1720	2,352,859.5	401,441.5	26.00	Average
		point1721	1721	2,352,973.2	401,509.4	25.00	Average
		point1722	1722	2,353,035.8	401,543.3	25.00	Average
		point1723	1723	2,353,112.8	401,581.2	25.00	
WB Left Turn at River Reach	12.0	point1724	1724	2,353,456.8	401,773.6	24.00	Average
		point1725	1725	2,353,378.5	401,727.9	24.00	Average
		point1726	1726	2,353,347.2	401,707.0	25.00	Average
		point1727	1727	2,353,229.8	401,647.0	25.00	
EB Left Turn at Cainhoy Village	12.0	point1728	1728	2,354,425.8	402,268.3	21.00	Average
		point1729	1729	2,354,506.5	402,314.0	21.00	Average
		point1730	1730	2,354,565.2	402,353.1	21.00	Average
		point1731	1731	2,354,669.8	402,407.9	20.00	Average
		point1732	1732	2,354,887.8	402,521.5	20.00	Average
		point1733	1733	2,355,009.0	402,578.9	20.00	
WB Left Turn at Cainhoy Village	12.0	point1734	1734	2,355,399.2	402,693.8	19.00	Average
		point1735	1735	2,355,343.2	402,680.8	19.00	Average
		point1736	1736	2,355,289.8	402,670.3	20.00	Average
		point1737	1737	2,355,190.5	402,642.9	20.00	Average
		point1738	1738	2,355,138.2	402,631.2	20.00	

Clements Ferry Phase 2 Widening

INPUT: ROADWAYS

WB Right Turn at Cainhoy Village	12.0	point1739	1739	2,355,378.5	402,721.2	19.00	Average
		point1740	1740	2,355,329.0	402,716.0	19.00	Average
		point1741	1741	2,355,274.0	402,704.2	19.00	Average
		point1742	1742	2,355,173.5	402,680.8	20.00	Average
		point1743	1743	2,355,126.5	402,669.0	20.00	
WB Left Turn at Oak Bluff	12.0	point1744	1744	2,357,353.8	402,409.2	16.00	Average
		point1745	1745	2,357,227.2	402,424.9	16.00	Average
		point1746	1746	2,357,149.0	402,438.0	16.00	Average
		point1747	1747	2,357,087.5	402,452.3	16.00	
EB Left Turn at Cainhoy	12.0	point1748	1748	2,357,723.2	402,344.0	16.00	Average
		point1749	1749	2,357,822.5	402,344.0	16.00	Average
		point1750	1750	2,358,000.0	402,361.0	16.00	Average
		point1751	1751	2,358,239.0	402,388.4	16.00	
EB Left Turn at Reflectance	12.0	point1752	1752	2,360,036.0	402,350.2	14.00	Average
		point1753	1753	2,360,157.5	402,346.3	14.00	Average
		point1754	1754	2,360,281.5	402,338.5	14.00	Average
		point1755	1755	2,360,425.0	402,332.0	14.00	
WB Right Turn at Bennington	12.0	point1756	1756	2,361,267.0	402,205.1	13.00	Average
		point1757	1757	2,361,222.8	402,227.3	13.00	Average
		point1758	1758	2,361,181.0	402,246.9	13.00	
WB Right Turn at SC 41	12.0	point1759	1759	2,361,957.8	400,743.8	10.00	Average
		point1760	1760	2,361,964.2	400,789.4	10.00	Average
		point1761	1761	2,361,972.0	400,858.6	10.00	Average
		point1762	1762	2,361,980.0	400,930.4	10.00	Average
		point1763	1763	2,361,981.2	400,993.1	10.00	Average
		point1764	1764	2,362,003.5	401,034.8	10.00	Average
		point1765	1765	2,362,028.2	401,062.2	10.00	Average
		point1766	1766	2,362,058.2	401,083.1	10.00	
EB Right Turn onto CF from SC 41	12.0	point1767	1767	2,362,050.2	401,114.4	10.00	Average
		point1768	1768	2,362,019.0	401,107.9	10.00	Average
		point1769	1769	2,361,993.0	401,114.4	10.00	Average
		point1770	1770	2,361,973.2	401,128.8	10.00	Average
		point1771	1771	2,361,966.8	401,140.5	10.00	
WB Left Turn at Business	12.0	point1772	1772	2,345,624.5	398,125.4	27.00	Average
		point1773	1773	2,345,525.2	398,095.4	26.00	Average
		point1774	1774	2,345,439.0	398,071.9	26.00	Average
		point1775	1775	2,345,373.8	398,056.2	26.00	
WB Left Turn to Bradbury	12.0	point1776	1776	2,343,041.2	396,216.6	27.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

		point1777	1777	2,342,989.2	396,191.8	27.00	Average
		point1778	1778	2,342,908.2	396,147.4	27.00	Average
		point1779	1779	2,342,858.8	396,118.7	27.00	
EB Left Turn to Steel	12.0	point1780	1780	2,342,484.0	395,911.2	29.00	Average
		point1781	1781	2,342,561.0	395,955.6	29.00	Average
		point1782	1782	2,342,668.0	396,013.0	29.00	Average
		point1783	1783	2,342,730.8	396,045.6	29.00	
WB Right Turn to Jack Primus	12.0	point1784	1784	2,342,107.5	395,755.3	30.00	Average
		point1785	1785	2,342,068.2	395,735.8	30.00	Average
		point1786	1786	2,341,953.2	395,674.4	30.00	Average
		point1787	1787	2,341,869.8	395,630.0	30.00	Average
		point1788	1788	2,341,837.2	395,611.8	30.00	
WB Left Turn to Royal Assembly	12.0	point1789	1789	2,342,082.5	395,704.4	30.00	Average
		point1790	1790	2,341,969.0	395,644.4	30.00	Average
		point1791	1791	2,341,890.8	395,602.6	30.00	Average
		point1792	1792	2,341,852.8	395,581.7	30.00	
North Shared Use Path	10.0	point1793	1793	2,361,981.2	401,165.5	10.00	Average
		point1794	1794	2,361,966.5	401,257.6	11.00	Average
		point1795	1795	2,361,956.5	401,297.3	11.00	Average
		point1796	1796	2,361,942.2	401,353.8	11.00	Average
		point1797	1797	2,361,919.5	401,435.1	11.00	Average
		point1798	1798	2,361,888.5	401,520.5	11.00	Average
		point1799	1799	2,361,852.2	401,605.9	11.00	Average
		point1800	1800	2,361,788.2	401,728.0	11.00	Average
		point1801	1801	2,361,742.5	401,796.7	12.00	Average
		point1802	1802	2,361,696.8	401,857.8	12.00	Average
		point1803	1803	2,361,628.2	401,937.9	12.00	Average
		point1804	1804	2,361,570.5	401,997.5	12.00	Average
		point1805	1805	2,361,454.8	402,097.0	13.00	Average
		point1806	1806	2,361,372.0	402,155.5	13.00	Average
		point1807	1807	2,361,291.2	402,206.0	13.00	Average
		point1808	1808	2,361,201.2	402,260.5	13.00	Average
		point1809	1809	2,361,070.0	402,302.2	13.00	Average
		point1810	1810	2,361,002.2	402,321.7	13.00	Average
		point1811	1811	2,360,936.2	402,337.8	13.00	Average
		point1812	1812	2,360,879.8	402,349.2	13.00	Average
		point1813	1813	2,360,824.0	402,358.7	13.00	Average
		point1814	1814	2,360,755.2	402,365.4	14.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

	point1815	1815	2,360,674.0	402,370.1	14.00			Average
	point1816	1816	2,360,508.5	402,375.5	14.00			Average
	point1817	1817	2,360,456.8	402,379.5	14.00			Average
	point1818	1818	2,360,293.2	402,387.6	14.00			Average
	point1819	1819	2,359,863.5	402,406.4	14.00			Average
	point1820	1820	2,359,611.2	402,419.2	15.00			Average
	point1821	1821	2,359,380.0	402,430.7	15.00			Average
	point1822	1822	2,359,272.5	402,434.7	15.00			Average
	point1823	1823	2,359,060.5	402,444.1	15.00			Average
	point1824	1824	2,358,844.5	402,454.8	15.00			Average
	point1825	1825	2,358,677.2	402,462.2	15.00			Average
	point1826	1826	2,358,620.0	402,463.6	15.00			Average
	point1827	1827	2,358,543.2	402,463.6	15.00			Average
	point1828	1828	2,358,392.5	402,454.8	16.00			Average
	point1829	1829	2,358,243.5	402,438.0	16.00			Average
	point1830	1830	2,357,990.8	402,407.8	16.00			Average
	point1831	1831	2,357,817.8	402,393.7	16.00			Average
	point1832	1832	2,357,721.5	402,393.7	16.00			Average
	point1833	1833	2,357,665.8	402,396.3	16.00			Average
	point1834	1834	2,357,574.2	402,407.8	16.00			Average
	point1835	1835	2,357,396.2	402,443.9	16.00			Average
	point1836	1836	2,357,091.5	402,499.1	16.00			Average
	point1837	1837	2,356,901.2	402,535.4	16.00			Average
	point1838	1838	2,356,690.0	402,571.1	16.00			Average
	point1839	1839	2,356,491.0	402,607.2	17.00			Average
	point1840	1840	2,356,291.2	402,642.9	17.00			Average
	point1841	1841	2,356,138.5	402,670.5	17.00			Average
	point1842	1842	2,356,020.8	402,690.7	18.00			Average
	point1843	1843	2,355,864.0	402,720.2	18.00			Average
	point1844	1844	2,355,735.0	402,741.8	18.00			Average
	point1845	1845	2,355,585.0	402,745.8	19.00			Average
	point1846	1846	2,355,439.8	402,741.8	19.00			Average
	point1847	1847	2,355,328.8	402,737.1	19.00			Average
	point1848	1848	2,355,270.2	402,725.0	19.00			Average
	point1849	1849	2,355,167.5	402,700.1	20.00			Average
	point1850	1850	2,355,073.2	402,659.1	20.00			Average
	point1851	1851	2,355,013.2	402,637.5	20.00			Average
	point1852	1852	2,354,926.5	402,598.5	20.00			Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

point\1853	1853	2,354,844.5	402,556.8	20.00	Average
point\1854	1854	2,354,632.0	402,444.5	21.00	Average
point\1855	1855	2,354,413.0	402,325.0	21.00	Average
point\1856	1856	2,354,246.2	402,236.2	22.00	Average
point\1857	1857	2,354,136.5	402,180.4	22.00	Average
point\1858	1858	2,353,902.5	402,056.0	23.00	Average
point\1859	1859	2,353,715.5	401,957.8	23.00	Average
point\1860	1860	2,353,517.2	401,853.8	23.00	Average
point\1861	1861	2,353,326.2	401,752.2	24.00	Average
point\1862	1862	2,353,251.5	401,713.2	24.00	Average
point\1863	1863	2,353,012.8	401,588.8	25.00	Average
point\1864	1864	2,352,829.0	401,492.6	26.00	Average
point\1865	1865	2,352,694.5	401,420.6	27.00	Average
point\1866	1866	2,352,547.5	401,342.9	27.00	Average
point\1867	1867	2,352,382.0	401,257.5	28.00	Average
point\1868	1868	2,352,243.2	401,181.5	28.00	Average
point\1869	1869	2,352,149.8	401,135.1	29.00	Average
point\1870	1870	2,352,091.2	401,103.4	29.00	Average
point\1871	1871	2,351,965.5	401,036.8	30.00	Average
point\1872	1872	2,351,830.2	400,974.3	30.00	Average
point\1873	1873	2,351,724.8	400,927.9	30.00	Average
point\1874	1874	2,351,597.0	400,871.0	31.00	Average
point\1875	1875	2,351,499.5	400,828.6	31.00	Average
point\1876	1876	2,351,447.0	400,802.4	31.00	Average
point\1877	1877	2,351,393.2	400,777.5	31.00	Average
point\1878	1878	2,351,259.5	400,705.5	31.00	Average
point\1879	1879	2,351,133.0	400,638.9	31.00	Average
point\1880	1880	2,351,052.2	400,593.2	31.00	Average
point\1881	1881	2,350,979.5	400,552.8	31.00	Average
point\1882	1882	2,350,917.0	400,512.5	31.00	Average
point\1883	1883	2,350,791.2	400,431.1	31.00	Average
point\1884	1884	2,350,760.2	400,411.6	31.00	Average
point\1885	1885	2,350,719.2	400,385.4	31.00	Average
point\1886	1886	2,350,681.8	400,359.8	30.00	Average
point\1887	1887	2,350,611.2	400,311.7	30.00	Average
point\1888	1888	2,350,536.8	400,259.2	30.00	Average
point\1889	1889	2,350,412.8	400,167.7	30.00	Average
point\1890	1890	2,350,254.8	400,056.1	30.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

point1891	1891	2,350,113.5	399,959.2	30.00	Average
point1892	1892	2,349,933.0	399,843.4	30.00	Average
point1893	1893	2,349,730.5	399,718.3	30.00	Average
point1894	1894	2,349,575.8	399,619.4	30.00	Average
point1895	1895	2,349,488.2	399,564.9	30.00	Average
point1896	1896	2,349,378.8	399,496.3	30.00	Average
point1897	1897	2,349,301.0	399,446.2	30.00	Average
point1898	1898	2,349,192.8	399,379.6	30.00	Average
point1899	1899	2,349,042.0	399,284.1	30.00	Average
point1900	1900	2,348,896.8	399,190.6	30.00	Average
point1901	1901	2,348,724.0	399,083.6	30.00	Average
point1902	1902	2,348,575.2	398,988.8	30.00	Average
point1903	1903	2,348,474.5	398,927.4	30.00	Average
point1904	1904	2,348,406.5	398,892.5	30.00	Average
point1905	1905	2,348,292.2	398,838.0	30.00	Average
point1906	1906	2,348,225.5	398,808.4	30.00	Average
point1907	1907	2,348,121.2	398,766.7	30.00	Average
point1908	1908	2,348,035.2	398,737.1	30.00	Average
point1909	1909	2,347,920.2	398,704.1	30.00	Average
point1910	1910	2,347,804.0	398,670.5	30.00	Average
point1911	1911	2,347,664.0	398,636.2	30.00	Average
point1912	1912	2,347,551.0	398,608.6	30.00	Average
point1913	1913	2,347,392.5	398,568.8	30.00	Average
point1914	1914	2,347,230.2	398,527.8	30.00	Average
point1915	1915	2,347,081.0	398,490.8	29.00	Average
point1916	1916	2,346,929.5	398,453.8	29.00	Average
point1917	1917	2,346,789.8	398,418.8	29.00	Average
point1918	1918	2,346,706.2	398,401.3	28.00	Average
point1919	1919	2,346,629.0	398,385.8	28.00	Average
point1920	1920	2,346,583.8	398,377.8	28.00	Average
point1921	1921	2,346,487.0	398,360.3	28.00	Average
point1922	1922	2,346,381.0	398,344.3	28.00	Average
point1923	1923	2,346,290.0	398,326.1	28.00	Average
point1924	1924	2,346,198.0	398,308.7	28.00	Average
point1925	1925	2,346,142.0	398,297.2	28.00	Average
point1926	1926	2,346,073.5	398,282.4	28.00	Average
point1927	1927	2,345,982.0	398,260.2	27.00	Average
point1928	1928	2,345,919.5	398,244.8	27.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

point\1929	1929	2,345,859.5	398,231.3	27.00	Average
point\1930	1930	2,345,763.5	398,207.1	27.00	Average
point\1931	1931	2,345,646.2	398,176.1	27.00	Average
point\1932	1932	2,345,533.2	398,147.2	27.00	Average
point\1933	1933	2,345,413.0	398,116.8	27.00	Average
point\1934	1934	2,345,313.5	398,091.9	27.00	Average
point\1935	1935	2,345,250.2	398,073.1	27.00	Average
point\1936	1936	2,345,190.5	398,052.2	27.00	Average
point\1937	1937	2,345,103.8	398,017.9	27.00	Average
point\1938	1938	2,345,029.8	397,983.7	27.00	Average
point\1939	1939	2,344,961.8	397,945.3	27.00	Average
point\1940	1940	2,344,883.0	397,898.2	27.00	Average
point\1941	1941	2,344,815.8	397,853.2	27.00	Average
point\1942	1942	2,344,770.8	397,818.8	27.00	Average
point\1943	1943	2,344,715.5	397,771.8	27.00	Average
point\1944	1944	2,344,682.0	397,740.2	27.00	Average
point\1945	1945	2,344,636.2	397,697.8	27.00	Average
point\1946	1946	2,344,583.0	397,639.2	27.00	Average
point\1947	1947	2,344,512.2	397,561.8	27.00	Average
point\1948	1948	2,344,443.0	397,481.1	27.00	Average
point\1949	1949	2,344,348.0	397,372.8	27.00	Average
point\1950	1950	2,344,284.2	397,303.5	27.00	Average
point\1951	1951	2,344,182.0	397,187.1	27.00	Average
point\1952	1952	2,344,115.8	397,111.4	27.00	Average
point\1953	1953	2,344,048.5	397,036.1	27.00	Average
point\1954	1954	2,343,980.5	396,962.1	27.00	Average
point\1955	1955	2,343,919.2	396,894.2	27.00	Average
point\1956	1956	2,343,840.8	396,803.3	27.00	Average
point\1957	1957	2,343,768.0	396,726.0	27.00	Average
point\1958	1958	2,343,677.5	396,642.2	27.00	Average
point\1959	1959	2,343,608.2	396,589.1	27.00	Average
point\1960	1960	2,343,549.0	396,548.0	27.00	Average
point\1961	1961	2,343,484.5	396,507.7	27.00	Average
point\1962	1962	2,343,449.5	396,486.8	27.00	Average
point\1963	1963	2,343,411.0	396,466.7	27.00	Average
point\1964	1964	2,343,376.2	396,447.8	27.00	Average
point\1965	1965	2,343,231.5	396,369.1	28.00	Average
point\1966	1966	2,343,117.2	396,307.9	28.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

	point1967	1967	2,342,984.0	396,236.6	28.00		Average
	point1968	1968	2,342,863.2	396,173.2	28.00		Average
	point1969	1969	2,342,789.8	396,135.6	29.00		Average
	point1970	1970	2,342,642.5	396,057.6	29.00		Average
	point1971	1971	2,342,534.2	395,997.7	29.00		Average
	point1972	1972	2,342,352.0	395,897.5	30.00		Average
	point1973	1973	2,342,182.5	395,806.7	30.00		Average
	point1974	1974	2,342,057.0	395,752.8	30.00		Average
	point1975	1975	2,341,940.0	395,690.9	30.00		Average
	point1976	1976	2,341,859.2	395,647.8	30.00		Average
	point1977	1977	2,341,823.0	395,628.3	30.00		
	point1978	1978	2,347,113.2	398,396.7	29.00		Average
South Shared Use Path	point1979	1979	2,347,268.8	398,435.9	30.00		Average
	point1980	1980	2,347,425.5	398,475.1	30.00		Average
	point1981	1981	2,347,579.5	398,513.6	30.00		Average
	point1982	1982	2,347,693.5	398,543.2	30.00		Average
	point1983	1983	2,347,843.0	398,579.2	30.00		Average
	point1984	1984	2,347,970.8	398,612.2	30.00		Average
	point1985	1985	2,348,085.5	398,636.2	30.00		Average
	point1986	1986	2,348,182.5	398,670.7	30.00		Average
	point1987	1987	2,348,298.0	398,718.1	30.00		Average
	point1988	1988	2,348,356.8	398,745.0	30.00		Average
	point1989	1989	2,348,462.5	398,811.0	30.00		Average
	point1990	1990	2,348,521.0	398,843.3	30.00		Average
	point1991	1991	2,348,645.5	398,916.2	30.00		Average
	point1992	1992	2,348,789.0	399,008.3	30.00		Average
	point1993	1993	2,348,951.2	399,107.9	30.00		Average
	point1994	1994	2,349,108.2	399,208.3	30.00		Average
	point1995	1995	2,349,262.8	399,305.2	30.00		Average
	point1996	1996	2,349,366.8	399,369.2	30.00		Average
	point1997	1997	2,349,446.5	399,420.8	30.00		Average
	point1998	1998	2,349,537.0	399,478.2	30.00		Average
	point1999	1999	2,349,639.5	399,543.5	30.00		Average
	point2000	2000	2,349,788.0	399,635.7	30.00		Average
	point2001	2001	2,349,989.5	399,764.2	30.00		Average
	point2002	2002	2,350,181.2	399,886.6	30.00		Average
	point2003	2003	2,350,317.8	399,978.9	30.00		Average
	point2004	2004	2,350,478.0	400,093.7	30.00		Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

point2043	2043	2,355,211.5	402,599.4	20.00	Average
point2044	2044	2,355,324.8	402,625.5	19.00	Average
point2045	2045	2,355,367.8	402,631.2	19.00	Average
point2046	2046	2,355,567.5	402,649.9	19.00	Average
point2047	2047	2,355,717.0	402,642.6	18.00	Average
point2048	2048	2,355,853.8	402,623.1	18.00	Average
point2049	2049	2,356,004.5	402,596.2	18.00	Average
point2050	2050	2,356,123.5	402,575.0	17.00	Average
point2051	2051	2,356,274.0	402,548.9	17.00	Average
point2052	2052	2,356,475.2	402,511.4	17.00	Average
point2053	2053	2,356,675.0	402,475.6	16.00	Average
point2054	2054	2,356,881.8	402,438.1	16.00	Average
point2055	2055	2,357,072.5	402,404.7	16.00	Average
point2056	2056	2,357,387.5	402,344.4	16.00	Average
point2057	2057	2,357,566.8	402,313.4	16.00	Average
point2058	2058	2,357,670.2	402,305.3	16.00	Average
point2059	2059	2,357,741.2	402,300.4	16.00	Average
point2060	2060	2,357,831.8	402,302.0	16.00	Average
point2061	2061	2,358,009.2	402,314.2	16.00	Average
point2062	2062	2,358,273.0	402,348.5	16.00	Average
point2063	2063	2,358,564.8	402,372.9	15.00	Average
point2064	2064	2,358,831.2	402,363.1	15.00	Average
point2065	2065	2,359,056.2	402,350.9	15.00	Average
point2066	2066	2,359,270.8	402,340.3	15.00	Average
point2067	2067	2,359,384.8	402,336.2	15.00	Average
point2068	2068	2,359,604.0	402,326.5	14.00	Average
point2069	2069	2,359,858.5	402,314.2	14.00	Average
point2070	2070	2,360,282.5	402,297.1	14.00	Average
point2071	2071	2,360,455.2	402,289.0	14.00	Average
point2072	2072	2,360,502.5	402,285.7	14.00	Average
point2073	2073	2,360,664.8	402,275.1	14.00	Average
point2074	2074	2,360,755.2	402,269.4	13.00	Average
point2075	2075	2,360,833.5	402,261.3	13.00	Average
point2076	2076	2,360,867.0	402,256.4	13.00	Average
point2077	2077	2,360,917.8	402,247.4	13.00	Average
point2078	2078	2,360,971.5	402,230.3	13.00	Average
point2079	2079	2,361,035.0	402,211.6	13.00	Average
point2080	2080	2,361,146.5	402,168.4	13.00	Average

INPUT: ROADWAYS

Clements Ferry Phase 2 Widening

		point2081	2081	2,361,241.2	402,125.2	13.00	Average
		point2082	2082	2,361,308.8	402,084.4	13.00	Average
		point2083	2083	2,361,383.2	402,033.8	12.00	Average
		point2084	2084	2,361,497.2	401,943.4	12.00	Average
		point2085	2085	2,361,554.2	401,881.4	12.00	Average
		point2086	2086	2,361,618.0	401,805.7	12.00	Average
		point2087	2087	2,361,666.0	401,742.9	11.00	Average
		point2088	2088	2,361,706.8	401,680.2	11.00	Average
		point2089	2089	2,361,763.8	401,575.2	11.00	Average
		point2090	2090	2,361,800.5	401,493.8	11.00	Average
		point2091	2091	2,361,829.8	401,420.4	11.00	Average
		point2092	2092	2,361,851.0	401,338.9	11.00	Average
		point2093	2093	2,361,863.2	401,291.6	11.00	Average
		point2094	2094	2,361,872.2	401,248.4	10.00	Average
		point2095	2095	2,361,885.2	401,160.4	10.00	Average

Three Oaks Engineering
H. Robbins

22 March 2018
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT:
RUN:

Clements Ferry Phase 2 Widening
Build 2040

Roadway	Points	Name	No.	Segment	Autos						MTTrucks		HTTrucks		Buses		Motorcycles			
					V		S		V		S		V		S		V		S	
					veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
EB Inside Lane		point833	833	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point834	834	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point835	835	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point836	836	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point837	837	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point838	838	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point839	839	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point840	840	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point841	841	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point842	842	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point843	843	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point844	844	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point845	845	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point846	846	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point847	847	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point848	848	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point849	849	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point850	850	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point851	851	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point852	852	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point853	853	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		
		point854	854	1512	45	0	0	131	45	0	0	45	0	0	0	0	0	0		

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point855	855	1512	45	0	0	131	45	0	0	0
point856	856	1512	45	0	0	131	45	0	0	0
point857	857	1512	45	0	0	131	45	0	0	0
point858	858	1512	45	0	0	131	45	0	0	0
point859	859	1512	45	0	0	131	45	0	0	0
point860	860	1512	45	0	0	131	45	0	0	0
point861	861	1512	45	0	0	131	45	0	0	0
point862	862	1512	45	0	0	131	45	0	0	0
point863	863	1512	45	0	0	131	45	0	0	0
point864	864	1512	45	0	0	131	45	0	0	0
point865	865	1512	45	0	0	131	45	0	0	0
point866	866	1512	45	0	0	131	45	0	0	0
point867	867	1512	45	0	0	131	45	0	0	0
point868	868	1512	45	0	0	131	45	0	0	0
point869	869	1512	45	0	0	131	45	0	0	0
point870	870	1512	45	0	0	131	45	0	0	0
point871	871	1512	45	0	0	131	45	0	0	0
point872	872	1512	45	0	0	131	45	0	0	0
point873	873	1512	45	0	0	131	45	0	0	0
point874	874	1512	45	0	0	131	45	0	0	0
point875	875	1512	45	0	0	131	45	0	0	0
point876	876	1512	45	0	0	131	45	0	0	0
point877	877	1512	45	0	0	131	45	0	0	0
point878	878	1512	45	0	0	131	45	0	0	0
point879	879	1512	45	0	0	131	45	0	0	0
point880	880	1512	45	0	0	131	45	0	0	0
point881	881	1512	45	0	0	131	45	0	0	0
point882	882	1512	45	0	0	131	45	0	0	0
point883	883	1512	45	0	0	131	45	0	0	0
point884	884	1512	45	0	0	131	45	0	0	0
point885	885	1512	45	0	0	131	45	0	0	0
point886	886	1512	45	0	0	131	45	0	0	0
point887	887	1512	45	0	0	131	45	0	0	0
point888	888	1512	45	0	0	131	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point889	889	1512	45	0	0	131	45	0	0	0
point890	890	1512	45	0	0	131	45	0	0	0
point891	891	1512	45	0	0	131	45	0	0	0
point892	892	1512	45	0	0	131	45	0	0	0
point893	893	1512	45	0	0	131	45	0	0	0
point894	894	1512	45	0	0	131	45	0	0	0
point895	895	1512	45	0	0	131	45	0	0	0
point896	896	1512	45	0	0	131	45	0	0	0
point897	897	1512	45	0	0	131	45	0	0	0
point898	898	1512	45	0	0	131	45	0	0	0
point899	899	1512	45	0	0	131	45	0	0	0
point900	900	1512	45	0	0	131	45	0	0	0
point901	901	1512	45	0	0	131	45	0	0	0
point902	902	1512	45	0	0	131	45	0	0	0
point903	903	1512	45	0	0	131	45	0	0	0
point904	904	1512	45	0	0	131	45	0	0	0
point905	905	1512	45	0	0	131	45	0	0	0
point906	906	1512	45	0	0	131	45	0	0	0
point907	907	1512	45	0	0	131	45	0	0	0
point908	908	1512	45	0	0	131	45	0	0	0
point909	909	1512	45	0	0	131	45	0	0	0
point910	910	1512	45	0	0	131	45	0	0	0
point911	911	1512	45	0	0	131	45	0	0	0
point912	912	1512	45	0	0	131	45	0	0	0
point913	913	1512	45	0	0	131	45	0	0	0
point914	914	1512	45	0	0	131	45	0	0	0
point915	915	1512	45	0	0	131	45	0	0	0
point916	916	1512	45	0	0	131	45	0	0	0
point917	917	1512	45	0	0	131	45	0	0	0
point918	918	1512	45	0	0	131	45	0	0	0
point919	919	1512	45	0	0	131	45	0	0	0
point920	920	1512	45	0	0	131	45	0	0	0
point921	921	1512	45	0	0	131	45	0	0	0
point922	922	1512	45	0	0	131	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point923	923	1512	45	0	0	131	45	0	0	0
point924	924	1512	45	0	0	131	45	0	0	0
point925	925	1512	45	0	0	131	45	0	0	0
point926	926	1512	45	0	0	131	45	0	0	0
point927	927	1512	45	0	0	131	45	0	0	0
point928	928	1512	45	0	0	131	45	0	0	0
point929	929	1512	45	0	0	131	45	0	0	0
point930	930	1512	45	0	0	131	45	0	0	0
point931	931	1399	45	0	0	122	45	0	0	0
point932	932	1399	45	0	0	122	45	0	0	0
point933	933	1399	45	0	0	122	45	0	0	0
point934	934	1399	45	0	0	122	45	0	0	0
point935	935	1399	45	0	0	122	45	0	0	0
point936	936	1399	45	0	0	122	45	0	0	0
point937	937	1399	45	0	0	122	45	0	0	0
point938	938	1399	45	0	0	122	45	0	0	0
point939	939	1399	45	0	0	122	45	0	0	0
point940	940	1399	45	0	0	122	45	0	0	0
point941	941	1399	45	0	0	122	45	0	0	0
point942	942	1399	45	0	0	122	45	0	0	0
point943	943	1399	45	0	0	122	45	0	0	0
point944	944	1399	45	0	0	122	45	0	0	0
point945	945	1399	45	0	0	122	45	0	0	0
point946	946	1399	45	0	0	122	45	0	0	0
point947	947	1399	45	0	0	122	45	0	0	0
point948	948	1399	45	0	0	122	45	0	0	0
point949	949	1399	45	0	0	122	45	0	0	0
point950	950	1399	45	0	0	122	45	0	0	0
point951	951	1399	45	0	0	122	45	0	0	0
point952	952	1399	45	0	0	122	45	0	0	0
point953	953	1399	45	0	0	122	45	0	0	0
point954	954	1399	45	0	0	122	45	0	0	0
point955	955	1399	45	0	0	122	45	0	0	0
point956	956	1399	45	0	0	122	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point957	957	1399	45	0	0	122	45	0	0	0
point958	958	1399	45	0	0	122	45	0	0	0
point959	959	1399	45	0	0	122	45	0	0	0
point960	960	1399	45	0	0	122	45	0	0	0
point961	961	1399	45	0	0	122	45	0	0	0
point962	962	1399	45	0	0	122	45	0	0	0
point963	963	1399	45	0	0	122	45	0	0	0
point964	964	1399	45	0	0	122	45	0	0	0
point965	965	1399	45	0	0	122	45	0	0	0
point966	966	1399	45	0	0	122	45	0	0	0
point967	967	1399	45	0	0	122	45	0	0	0
point968	968	1399	45	0	0	122	45	0	0	0
point969	969	1399	45	0	0	122	45	0	0	0
point970	970	1399	45	0	0	122	45	0	0	0
point971	971	1399	45	0	0	122	45	0	0	0
point972	972	1399	45	0	0	122	45	0	0	0
point973	973	1399	45	0	0	122	45	0	0	0
point974	974	1399	45	0	0	122	45	0	0	0
point975	975	1399	45	0	0	122	45	0	0	0
point976	976	1399	45	0	0	122	45	0	0	0
point977	977	1399	45	0	0	122	45	0	0	0
point978	978	1399	45	0	0	122	45	0	0	0
point979	979	1399	45	0	0	122	45	0	0	0
point980	980	1399	45	0	0	122	45	0	0	0
point981	981	1399	45	0	0	122	45	0	0	0
point982	982	1399	45	0	0	122	45	0	0	0
point983	983	1602	45	0	0	121	45	0	0	0
point984	984	1602	45	0	0	121	45	0	0	0
point985	985	1602	45	0	0	121	45	0	0	0
point986	986	1602	45	0	0	121	45	0	0	0
point987	987	1602	45	0	0	121	45	0	0	0
point988	988	1602	45	0	0	121	45	0	0	0
point989	989	1602	45	0	0	121	45	0	0	0
point990	990	1602	45	0	0	121	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point991	991	1602	45	0	0	121	45	0	0	0
point992	992	1654	45	0	0	51	45	0	0	0
point993	993	1654	45	0	0	51	45	0	0	0
point994	994	1654	45	0	0	51	45	0	0	0
point995	995	1654	45	0	0	51	45	0	0	0
point996	996	1654	45	0	0	51	45	0	0	0
point997	997	1654	45	0	0	51	45	0	0	0
point998	998	1654	45	0	0	51	45	0	0	0
point999	999	1654	45	0	0	51	45	0	0	0
point1000	1000	1654	45	0	0	51	45	0	0	0
point1001	1001	1654	45	0	0	51	45	0	0	0
point1002	1002	1654	45	0	0	51	45	0	0	0
point1003	1003	1654	45	0	0	51	45	0	0	0
point1004	1004	1654	45	0	0	51	45	0	0	0
point1005	1005	1654	45	0	0	51	45	0	0	0
point1006	1006	1654	45	0	0	51	45	0	0	0
point1007	1007	1654	45	0	0	51	45	0	0	0
point1008	1008	1654	45	0	0	51	45	0	0	0
point1009	1009	1654	45	0	0	51	45	0	0	0
point1010	1010	1654	45	0	0	51	45	0	0	0
point1011	1011	1654	45	0	0	51	45	0	0	0
point1012	1012	1654	45	0	0	51	45	0	0	0
point1013	1013	1654	45	0	0	51	45	0	0	0
point1014	1014	1654	45	0	0	51	45	0	0	0
point1015	1015	1654	45	0	0	51	45	0	0	0
point1016	1016	1654	45	0	0	51	45	0	0	0
point1017	1017	1654	45	0	0	51	45	0	0	0
point1018	1018	1654	45	0	0	51	45	0	0	0
point1019	1019	0 4	45	0	0	51	45	0	0	0
point1020	1020	1654	45	0	0	51	45	0	0	0
point1021	1021	1654	45	0	0	51	45	0	0	0
point1022	1022	1654	45	0	0	51	45	0	0	0
point1023	1023	1654	45	0	0	51	45	0	0	0
point1024	1024	1654	45	0	0	51	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

	point1025	1025	1654	45	0	0	51	45	0	0	0
	point1026	1026	1654	45	0	0	51	45	0	0	0
	point1027	1027	1654	45	0	0	51	45	0	0	0
	point1028	1028	1654	45	0	0	51	45	0	0	0
	point1029	1029	1654	45	0	0	51	45	0	0	0
	point1030	1030	1654	45	0	0	51	45	0	0	0
	point1031	1031	1654	45	0	0	51	45	0	0	0
	point1032	1032	1654	45	0	0	51	45	0	0	0
	point1033	1033	1654	45	0	0	51	45	0	0	0
	point1034	1034	1654	45	0	0	51	45	0	0	0
	point1035	1035	1654	45	0	0	51	45	0	0	0
	point1036	1036	1654	45	0	0	51	45	0	0	0
	point1037	1037									
EB Outside Lane	point1038	1038	1512	45	0	0	131	45	0	0	0
	point1039	1039	1512	45	0	0	131	45	0	0	0
	point1040	1040	1512	45	0	0	131	45	0	0	0
	point1041	1041	1512	45	0	0	131	45	0	0	0
	point1042	1042	1512	45	0	0	131	45	0	0	0
	point1043	1043	1512	45	0	0	131	45	0	0	0
	point1044	1044	1512	45	0	0	131	45	0	0	0
	point1045	1045	1512	45	0	0	131	45	0	0	0
	point1046	1046	1512	45	0	0	131	45	0	0	0
	point1047	1047	1512	45	0	0	131	45	0	0	0
	point1048	1048	1512	45	0	0	131	45	0	0	0
	point1049	1049	1512	45	0	0	131	45	0	0	0
	point1050	1050	1512	45	0	0	131	45	0	0	0
	point1051	1051	1512	45	0	0	131	45	0	0	0
	point1052	1052	1512	45	0	0	131	45	0	0	0
	point1053	1053	1512	45	0	0	131	45	0	0	0
	point1054	1054	1512	45	0	0	131	45	0	0	0
	point1055	1055	1512	45	0	0	131	45	0	0	0
	point1056	1056	1512	45	0	0	131	45	0	0	0
	point1057	1057	1512	45	0	0	131	45	0	0	0
	point1058	1058	1512	45	0	0	131	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1059	1059	1512	45	0	0	131	45	0	0	0
point1060	1060	1512	45	0	0	131	45	0	0	0
point1061	1061	1512	45	0	0	131	45	0	0	0
point1062	1062	1512	45	0	0	131	45	0	0	0
point1063	1063	1512	45	0	0	131	45	0	0	0
point1064	1064	1512	45	0	0	131	45	0	0	0
point1065	1065	1512	45	0	0	131	45	0	0	0
point1066	1066	1512	45	0	0	131	45	0	0	0
point1067	1067	1512	45	0	0	131	45	0	0	0
point1068	1068	1512	45	0	0	131	45	0	0	0
point1069	1069	1512	45	0	0	131	45	0	0	0
point1070	1070	1512	45	0	0	131	45	0	0	0
point1071	1071	1512	45	0	0	131	45	0	0	0
point1072	1072	1512	45	0	0	131	45	0	0	0
point1073	1073	1512	45	0	0	131	45	0	0	0
point1074	1074	1512	45	0	0	131	45	0	0	0
point1075	1075	1512	45	0	0	131	45	0	0	0
point1076	1076	1512	45	0	0	131	45	0	0	0
point1077	1077	1512	45	0	0	131	45	0	0	0
point1078	1078	1512	45	0	0	131	45	0	0	0
point1079	1079	1512	45	0	0	131	45	0	0	0
point1080	1080	1512	45	0	0	131	45	0	0	0
point1081	1081	1512	45	0	0	131	45	0	0	0
point1082	1082	1512	45	0	0	131	45	0	0	0
point1083	1083	1512	45	0	0	131	45	0	0	0
point1084	1084	1512	45	0	0	131	45	0	0	0
point1085	1085	1512	45	0	0	131	45	0	0	0
point1086	1086	1512	45	0	0	131	45	0	0	0
point1087	1087	1512	45	0	0	131	45	0	0	0
point1088	1088	1512	45	0	0	131	45	0	0	0
point1089	1089	1512	45	0	0	131	45	0	0	0
point1090	1090	1512	45	0	0	131	45	0	0	0
point1091	1091	1512	45	0	0	131	45	0	0	0
point1092	1092	1512	45	0	0	131	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1093	1093	1512	45	0	0	131	45	0	0	0
point1094	1094	1512	45	0	0	131	45	0	0	0
point1095	1095	1512	45	0	0	131	45	0	0	0
point1096	1096	1512	45	0	0	131	45	0	0	0
point1097	1097	1512	45	0	0	131	45	0	0	0
point1098	1098	1512	45	0	0	131	45	0	0	0
point1099	1099	1512	45	0	0	131	45	0	0	0
point1100	1100	1512	45	0	0	131	45	0	0	0
point1101	1101	1512	45	0	0	131	45	0	0	0
point1102	1102	1512	45	0	0	131	45	0	0	0
point1103	1103	1512	45	0	0	131	45	0	0	0
point1104	1104	1512	45	0	0	131	45	0	0	0
point1105	1105	1512	45	0	0	131	45	0	0	0
point1106	1106	1512	45	0	0	131	45	0	0	0
point1107	1107	1512	45	0	0	131	45	0	0	0
point1108	1108	1512	45	0	0	131	45	0	0	0
point1109	1109	1512	45	0	0	131	45	0	0	0
point1110	1110	1512	45	0	0	131	45	0	0	0
point1111	1111	1512	45	0	0	131	45	0	0	0
point1112	1112	1512	45	0	0	131	45	0	0	0
point1113	1113	1512	45	0	0	131	45	0	0	0
point1114	1114	1512	45	0	0	131	45	0	0	0
point1115	1115	1512	45	0	0	131	45	0	0	0
point1116	1116	1512	45	0	0	131	45	0	0	0
point1117	1117	1512	45	0	0	131	45	0	0	0
point1118	1118	1512	45	0	0	131	45	0	0	0
point1119	1119	1512	45	0	0	131	45	0	0	0
point1120	1120	1512	45	0	0	131	45	0	0	0
point1121	1121	1512	45	0	0	131	45	0	0	0
point1122	1122	1512	45	0	0	131	45	0	0	0
point1123	1123	1512	45	0	0	131	45	0	0	0
point1124	1124	1512	45	0	0	131	45	0	0	0
point1125	1125	1512	45	0	0	131	45	0	0	0
point1126	1126	1512	45	0	0	131	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1127	1127	1512	45	0	0	131	45	0	0
point1128	1128	1512	45	0	0	131	45	0	0
point1129	1129	1512	45	0	0	131	45	0	0
point1130	1130	1512	45	0	0	131	45	0	0
point1131	1131	1512	45	0	0	131	45	0	0
point1132	1132	1512	45	0	0	131	45	0	0
point1133	1133	1512	45	0	0	131	45	0	0
point1134	1134	1512	45	0	0	131	45	0	0
point1135	1135	1512	45	0	0	131	45	0	0
point1136	1136	1399	45	0	0	122	45	0	0
point1137	1137	1399	45	0	0	122	45	0	0
point1138	1138	1399	45	0	0	122	45	0	0
point1139	1139	1399	45	0	0	122	45	0	0
point1140	1140	1399	45	0	0	122	45	0	0
point1141	1141	1399	45	0	0	122	45	0	0
point1142	1142	1399	45	0	0	122	45	0	0
point1143	1143	1399	45	0	0	122	45	0	0
point1144	1144	1399	45	0	0	122	45	0	0
point1145	1145	1399	45	0	0	122	45	0	0
point1146	1146	1399	45	0	0	122	45	0	0
point1147	1147	1399	45	0	0	122	45	0	0
point1148	1148	1399	45	0	0	122	45	0	0
point1149	1149	1399	45	0	0	122	45	0	0
point1150	1150	1399	45	0	0	122	45	0	0
point1151	1151	1399	45	0	0	122	45	0	0
point1152	1152	1399	45	0	0	122	45	0	0
point1153	1153	1399	45	0	0	122	45	0	0
point1154	1154	1399	45	0	0	122	45	0	0
point1155	1155	1399	45	0	0	122	45	0	0
point1156	1156	1399	45	0	0	122	45	0	0
point1157	1157	1399	45	0	0	122	45	0	0
point1158	1158	1399	45	0	0	122	45	0	0
point1159	1159	1399	45	0	0	122	45	0	0
point1160	1160	1399	45	0	0	122	45	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1161	1161	1399	45	0	0	122	45	0	0	0
point1162	1162	1399	45	0	0	122	45	0	0	0
point1163	1163	1399	45	0	0	122	45	0	0	0
point1164	1164	1399	45	0	0	122	45	0	0	0
point1165	1165	1399	45	0	0	122	45	0	0	0
point1166	1166	1399	45	0	0	122	45	0	0	0
point1167	1167	1399	45	0	0	122	45	0	0	0
point1168	1168	1399	45	0	0	122	45	0	0	0
point1169	1169	1399	45	0	0	122	45	0	0	0
point1170	1170	1399	45	0	0	122	45	0	0	0
point1171	1171	1399	45	0	0	122	45	0	0	0
point1172	1172	1399	45	0	0	122	45	0	0	0
point1173	1173	1399	45	0	0	122	45	0	0	0
point1174	1174	1399	45	0	0	122	45	0	0	0
point1175	1175	1399	45	0	0	122	45	0	0	0
point1176	1176	1399	45	0	0	122	45	0	0	0
point1177	1177	1399	45	0	0	122	45	0	0	0
point1178	1178	1399	45	0	0	122	45	0	0	0
point1179	1179	1399	45	0	0	122	45	0	0	0
point1180	1180	1399	45	0	0	122	45	0	0	0
point1181	1181	1399	45	0	0	122	45	0	0	0
point1182	1182	1399	45	0	0	122	45	0	0	0
point1183	1183	1399	45	0	0	122	45	0	0	0
point1184	1184	1399	45	0	0	122	45	0	0	0
point1185	1185	1399	45	0	0	122	45	0	0	0
point1186	1186	1399	45	0	0	122	45	0	0	0
point1187	1187	1399	45	0	0	122	45	0	0	0
point1188	1188	1602	45	0	0	121	45	0	0	0
point1189	1189	1602	45	0	0	121	45	0	0	0
point1190	1190	1602	45	0	0	121	45	0	0	0
point1191	1191	1602	45	0	0	121	45	0	0	0
point1192	1192	1602	45	0	0	121	45	0	0	0
point1193	1193	1602	45	0	0	121	45	0	0	0
point1194	1194	1602	45	0	0	121	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1195	1195	1602	45	0	0	121	45	0	0	0
point1196	1196	1602	45	0	0	121	45	0	0	0
point1197	1197	1654	45	0	0	51	45	0	0	0
point1198	1198	1654	45	0	0	51	45	0	0	0
point1199	1199	1654	45	0	0	51	45	0	0	0
point1200	1200	1654	45	0	0	51	45	0	0	0
point1201	1201	1654	45	0	0	51	45	0	0	0
point1202	1202	1654	45	0	0	51	45	0	0	0
point1203	1203	1654	45	0	0	51	45	0	0	0
point1204	1204	1654	45	0	0	51	45	0	0	0
point1205	1205	1654	45	0	0	51	45	0	0	0
point1206	1206	1654	45	0	0	51	45	0	0	0
point1207	1207	1654	45	0	0	51	45	0	0	0
point1208	1208	1654	45	0	0	51	45	0	0	0
point1209	1209	1654	45	0	0	51	45	0	0	0
point1210	1210	1654	45	0	0	51	45	0	0	0
point1211	1211	1654	45	0	0	51	45	0	0	0
point1212	1212	1654	45	0	0	51	45	0	0	0
point1213	1213	1654	45	0	0	51	45	0	0	0
point1214	1214	1654	45	0	0	51	45	0	0	0
point1215	1215	1654	45	0	0	51	45	0	0	0
point1216	1216	1654	45	0	0	51	45	0	0	0
point1217	1217	1654	45	0	0	51	45	0	0	0
point1218	1218	1654	45	0	0	51	45	0	0	0
point1219	1219	1654	45	0	0	51	45	0	0	0
point1220	1220	1654	45	0	0	51	45	0	0	0
point1221	1221	1654	45	0	0	51	45	0	0	0
point1222	1222	1654	45	0	0	51	45	0	0	0
point1223	1223	1654	45	0	0	51	45	0	0	0
point1224	1224	1654	45	0	0	51	45	0	0	0
point1225	1225	1654	45	0	0	51	45	0	0	0
point1226	1226	1654	45	0	0	51	45	0	0	0
point1227	1227	1654	45	0	0	51	45	0	0	0
point1228	1228	1654	45	0	0	51	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

	point1229	1229	1654	45	0	0	51	45	0	0	0
	point1230	1230	1654	45	0	0	51	45	0	0	0
	point1231	1231	1654	45	0	0	51	45	0	0	0
	point1232	1232	1654	45	0	0	51	45	0	0	0
	point1233	1233	1654	45	0	0	51	45	0	0	0
	point1234	1234	1654	45	0	0	51	45	0	0	0
	point1235	1235	1654	45	0	0	51	45	0	0	0
	point1236	1236	1654	45	0	0	51	45	0	0	0
	point1237	1237	1654	45	0	0	51	45	0	0	0
	point1238	1238	1654	45	0	0	51	45	0	0	0
	point1239	1239	1654	45	0	0	51	45	0	0	0
	point1240	1240	1654	45	0	0	51	45	0	0	0
	point1241	1241	1654	45	0	0	51	45	0	0	0
	point1242	1242									
WB Inside Lane	point1243	1243	1654	45	0	0	51	45	0	0	0
	point1244	1244	1654	0	0	0	51	45	0	0	0
	point1245	1245	1654	45	0	0	51	45	0	0	0
	point1246	1246	1654	45	0	0	51	45	0	0	0
	point1247	1247	1654	45	0	0	51	45	0	0	0
	point1248	1248	1654	45	0	0	51	45	0	0	0
	point1249	1249	1654	45	0	0	51	45	0	0	0
	point1250	1250	1654	45	0	0	51	45	0	0	0
	point1251	1251	1654	45	0	0	51	45	0	0	0
	point1252	1252	1654	45	0	0	51	45	0	0	0
	point1253	1253	1654	45	0	0	51	45	0	0	0
	point1254	1254	1654	45	0	0	51	45	0	0	0
	point1255	1255	1654	45	0	0	51	45	0	0	0
	point1256	1256	1654	45	0	0	51	45	0	0	0
	point1257	1257	1654	45	0	0	51	45	0	0	0
	point1258	1258	1654	45	0	0	51	45	0	0	0
	point1259	1259	1654	45	0	0	51	45	0	0	0
	point1260	1260	1654	45	0	0	51	45	0	0	0
	point1261	1261	1654	45	0	0	51	45	0	0	0
	point1262	1262	1654	45	0	0	51	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

	point1263	1263	1654	45	0	0	51	45	0	0	0
	point1264	1264	1654	45	0	0	51	45	0	0	0
	point1265	1265	1654	45	0	0	51	45	0	0	0
	point1266	1266	1654	45	0	0	51	45	0	0	0
	point1267	1267	1654	45	0	0	51	45	0	0	0
	point1268	1268	1654	45	0	0	51	45	0	0	0
	point1269	1269	1654	45	0	0	51	45	0	0	0
	point1270	1270	1654	45	0	0	51	45	0	0	0
	point1271	1271	1654	45	0	0	51	45	0	0	0
	point1272	1272	1654	45	0	0	51	45	0	0	0
	point1273	1273	1654	45	0	0	51	45	0	0	0
	point1274	1274	1654	45	0	0	51	45	0	0	0
	point1275	1275	1654	45	0	0	51	45	0	0	0
	point1276	1276	1654	45	0	0	51	45	0	0	0
	point1277	1277	1654	45	0	0	51	45	0	0	0
	point1278	1278	1654	45	0	0	51	45	0	0	0
	point1279	1279	1654	45	0	0	51	45	0	0	0
	point1280	1280	1654	45	0	0	51	45	0	0	0
	point1281	1281	1654	45	0	0	51	45	0	0	0
	point1282	1282	1654	45	0	0	51	45	0	0	0
	point1283	1283	1654	45	0	0	51	45	0	0	0
	point1284	1284	1654	45	0	0	51	45	0	0	0
	point1285	1285	1654	45	0	0	51	45	0	0	0
	point1286	1286	1654	45	0	0	51	45	0	0	0
	point1287	1287	1654	45	0	0	51	45	0	0	0
	point1288	1288	1602	45	0	0	121	45	0	0	0
	point1289	1289	1602	45	0	0	121	45	0	0	0
	point1290	1290	1602	45	0	0	121	45	0	0	0
	point1291	1291	1602	45	0	0	121	45	0	0	0
	point1292	1292	1602	45	0	0	121	45	0	0	0
	point1293	1293	1602	45	0	0	121	45	0	0	0
	point1294	1294	1602	45	0	0	121	45	0	0	0
	point1295	1295	1602	45	0	0	121	45	0	0	0
	point1296	1296	1602	45	0	0	121	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1297	1297	1602	45	0	0	121	45	0	0	0
point1298	1298	1602	45	0	0	121	45	0	0	0
point1299	1299	1602	45	0	0	121	45	0	0	0
point1300	1300	1399	45	0	0	122	45	0	0	0
point1301	1301	1399	45	0	0	122	45	0	0	0
point1302	1302	1399	45	0	0	122	45	0	0	0
point1303	1303	1399	45	0	0	122	45	0	0	0
point1304	1304	1399	45	0	0	122	45	0	0	0
point1305	1305	1399	45	0	0	122	45	0	0	0
point1306	1306	1399	45	0	0	122	45	0	0	0
point1307	1307	1399	45	0	0	122	45	0	0	0
point1308	1308	1399	45	0	0	122	45	0	0	0
point1309	1309	1399	45	0	0	122	45	0	0	0
point1310	1310	1399	45	0	0	122	45	0	0	0
point1311	1311	1399	45	0	0	122	45	0	0	0
point1312	1312	1399	45	0	0	122	45	0	0	0
point1313	1313	1399	45	0	0	122	45	0	0	0
point1314	1314	1399	45	0	0	122	45	0	0	0
point1315	1315	1399	45	0	0	122	45	0	0	0
point1316	1316	1399	45	0	0	122	45	0	0	0
point1317	1317	1399	45	0	0	122	45	0	0	0
point1318	1318	1399	45	0	0	122	45	0	0	0
point1319	1319	1399	45	0	0	122	45	0	0	0
point1320	1320	1399	45	0	0	122	45	0	0	0
point1321	1321	1399	45	0	0	122	45	0	0	0
point1322	1322	1399	45	0	0	122	45	0	0	0
point1323	1323	1399	45	0	0	122	45	0	0	0
point1324	1324	1399	45	0	0	122	45	0	0	0
point1325	1325	1399	45	0	0	122	45	0	0	0
point1326	1326	1399	45	0	0	122	45	0	0	0
point1327	1327	1399	45	0	0	122	45	0	0	0
point1328	1328	1399	45	0	0	122	45	0	0	0
point1329	1329	1399	45	0	0	122	45	0	0	0
point1330	1330	1399	45	0	0	122	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1331	1331	1399	45	0	0	122	45	0	0	0
point1332	1332	1399	45	0	0	122	45	0	0	0
point1333	1333	1399	45	0	0	122	45	0	0	0
point1334	1334	1399	45	0	0	122	45	0	0	0
point1335	1335	1399	45	0	0	122	45	0	0	0
point1336	1336	1399	45	0	0	122	45	0	0	0
point1337	1337	1399	45	0	0	122	45	0	0	0
point1338	1338	1399	45	0	0	122	45	0	0	0
point1339	1339	1399	45	0	0	122	45	0	0	0
point1340	1340	1399	45	0	0	122	45	0	0	0
point1341	1341	1399	45	0	0	122	45	0	0	0
point1342	1342	1399	45	0	0	122	45	0	0	0
point1343	1343	1399	45	0	0	122	45	0	0	0
point1344	1344	1399	45	0	0	122	45	0	0	0
point1345	1345	1399	45	0	0	122	45	0	0	0
point1346	1346	1399	45	0	0	122	45	0	0	0
point1347	1347	1399	45	0	0	122	45	0	0	0
point1348	1348	1399	45	0	0	122	45	0	0	0
point1349	1349	1399	45	0	0	122	45	0	0	0
point1350	1350	1399	45	0	0	122	45	0	0	0
point1351	1351	1399	45	0	0	122	45	0	0	0
point1352	1352	1399	45	0	0	122	45	0	0	0
point1353	1353	1512	45	0	0	131	45	0	0	0
point1354	1354	1512	45	0	0	131	45	0	0	0
point1355	1355	1512	45	0	0	131	45	0	0	0
point1356	1356	1512	45	0	0	131	45	0	0	0
point1357	1357	1512	45	0	0	131	45	0	0	0
point1358	1358	1512	45	0	0	131	45	0	0	0
point1359	1359	1512	45	0	0	131	45	0	0	0
point1360	1360	1512	45	0	0	131	45	0	0	0
point1361	1361	1512	45	0	0	131	45	0	0	0
point1362	1362	1512	45	0	0	131	45	0	0	0
point1363	1363	1512	45	0	0	131	45	0	0	0
point1364	1364	1512	45	0	0	131	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1365	1365	1512	45	0	0	131	45	0	0	0
point1366	1366	1512	45	0	0	131	45	0	0	0
point1367	1367	1512	45	0	0	131	45	0	0	0
point1368	1368	1512	45	0	0	131	45	0	0	0
point1369	1369	1512	45	0	0	131	45	0	0	0
point1370	1370	1512	45	0	0	131	45	0	0	0
point1371	1371	1512	45	0	0	131	45	0	0	0
point1372	1372	1512	45	0	0	131	45	0	0	0
point1373	1373	1512	45	0	0	131	45	0	0	0
point1374	1374	1512	45	0	0	131	45	0	0	0
point1375	1375	1512	45	0	0	131	45	0	0	0
point1376	1376	1512	45	0	0	131	45	0	0	0
point1377	1377	1512	45	0	0	131	45	0	0	0
point1378	1378	1512	45	0	0	131	45	0	0	0
point1379	1379	1512	45	0	0	131	45	0	0	0
point1380	1380	1512	45	0	0	131	45	0	0	0
point1381	1381	1512	45	0	0	131	45	0	0	0
point1382	1382	1512	45	0	0	131	45	0	0	0
point1383	1383	1512	45	0	0	131	45	0	0	0
point1384	1384	1512	45	0	0	131	45	0	0	0
point1385	1385	1512	45	0	0	131	45	0	0	0
point1386	1386	1512	45	0	0	131	45	0	0	0
point1387	1387	1512	45	0	0	131	45	0	0	0
point1388	1388	1512	45	0	0	131	45	0	0	0
point1389	1389	1512	45	0	0	131	45	0	0	0
point1390	1390	1512	45	0	0	131	45	0	0	0
point1391	1391	1512	45	0	0	131	45	0	0	0
point1392	1392	1512	45	0	0	131	45	0	0	0
point1393	1393	1512	45	0	0	131	45	0	0	0
point1394	1394	1512	45	0	0	131	45	0	0	0
point1395	1395	1512	45	0	0	131	45	0	0	0
point1396	1396	1512	45	0	0	131	45	0	0	0
point1397	1397	1512	45	0	0	131	45	0	0	0
point1398	1398	1512	45	0	0	131	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1399	1399	1512	45	0	0	131	45	0	0	0
point1400	1400	1512	45	0	0	131	45	0	0	0
point1401	1401	1512	45	0	0	131	45	0	0	0
point1402	1402	1512	45	0	0	131	45	0	0	0
point1403	1403	1512	45	0	0	131	45	0	0	0
point1404	1404	1512	45	0	0	131	45	0	0	0
point1405	1405	1512	45	0	0	131	45	0	0	0
point1406	1406	1512	45	0	0	131	45	0	0	0
point1407	1407	1512	45	0	0	131	45	0	0	0
point1408	1408	1512	45	0	0	131	45	0	0	0
point1409	1409	1512	45	0	0	131	45	0	0	0
point1410	1410	1512	45	0	0	131	45	0	0	0
point1411	1411	1512	45	0	0	131	45	0	0	0
point1412	1412	1512	45	0	0	131	45	0	0	0
point1413	1413	1512	45	0	0	131	45	0	0	0
point1414	1414	1512	45	0	0	131	45	0	0	0
point1415	1415	1512	45	0	0	131	45	0	0	0
point1416	1416	1512	45	0	0	131	45	0	0	0
point1417	1417	1512	45	0	0	131	45	0	0	0
point1418	1418	1512	45	0	0	131	45	0	0	0
point1419	1419	1512	45	0	0	131	45	0	0	0
point1420	1420	1512	45	0	0	131	45	0	0	0
point1421	1421	1512	45	0	0	131	45	0	0	0
point1422	1422	1512	45	0	0	131	45	0	0	0
point1423	1423	1512	45	0	0	131	45	0	0	0
point1424	1424	1512	45	0	0	131	45	0	0	0
point1425	1425	1512	45	0	0	131	45	0	0	0
point1426	1426	1512	45	0	0	131	45	0	0	0
point1427	1427	1512	45	0	0	131	45	0	0	0
point1428	1428	1512	45	0	0	131	45	0	0	0
point1429	1429	1512	45	0	0	131	45	0	0	0
point1430	1430	1512	45	0	0	131	45	0	0	0
point1431	1431	1512	45	0	0	131	45	0	0	0
point1432	1432	1512	45	0	0	131	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1433	1433	1512	45	0	0	131	45	0	0	0
point1434	1434	1512	45	0	0	131	45	0	0	0
point1435	1435	1512	45	0	0	131	45	0	0	0
point1436	1436	1512	45	0	0	131	45	0	0	0
point1437	1437	1512	45	0	0	131	45	0	0	0
point1438	1438	1512	45	0	0	131	45	0	0	0
point1439	1439	1512	45	0	0	131	45	0	0	0
point1440	1440	1512	45	0	0	131	45	0	0	0
point1441	1441	1512	45	0	0	131	45	0	0	0
point1442	1442	1512	45	0	0	131	45	0	0	0
point1443	1443	1512	45	0	0	131	45	0	0	0
point1444	1444	1512	45	0	0	131	45	0	0	0
point1445	1445	1512	45	0	0	131	45	0	0	0
point1446	1446	1512	45	0	0	131	45	0	0	0
point1447	1447	1512	45	0	0	131	45	0	0	0
point1448	1448	1512	45	0	0	131	45	0	0	0
point1449	1449	1512	45	0	0	131	45	0	0	0
point1450	1450	1512	45	0	0	131	45	0	0	0
point1451	1451	1512	45	0	0	131	45	0	0	0
point1452	1452									
WB Outside Lane										
point1453	1453	1654	45	0	0	51	45	0	0	0
point1454	1454	1654	45	0	0	51	45	0	0	0
point1455	1455	1654	45	0	0	51	45	0	0	0
point1456	1456	1654	45	0	0	51	45	0	0	0
point1457	1457	1654	45	0	0	51	45	0	0	0
point1458	1458	1654	45	0	0	51	45	0	0	0
point1459	1459	1654	45	0	0	51	45	0	0	0
point1460	1460	1654	45	0	0	51	45	0	0	0
point1461	1461	1654	45	0	0	51	45	0	0	0
point1462	1462	1654	45	0	0	51	45	0	0	0
point1463	1463	1654	45	0	0	51	45	0	0	0
point1464	1464	1654	45	0	0	51	45	0	0	0
point1465	1465	1654	45	0	0	51	45	0	0	0
point1466	1466	1654	45	0	0	51	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1467	1467	1654	45	0	0	51	45	0	0	0
point1468	1468	1654	45	0	0	51	45	0	0	0
point1469	1469	1654	45	0	0	51	45	0	0	0
point1470	1470	1654	45	0	0	51	45	0	0	0
point1471	1471	1654	45	0	0	51	45	0	0	0
point1472	1472	1654	45	0	0	51	45	0	0	0
point1473	1473	1654	45	0	0	51	45	0	0	0
point1474	1474	1654	45	0	0	51	45	0	0	0
point1475	1475	1654	45	0	0	51	45	0	0	0
point1476	1476	1654	45	0	0	51	45	0	0	0
point1477	1477	1654	45	0	0	51	45	0	0	0
point1478	1478	1654	45	0	0	51	45	0	0	0
point1479	1479	1654	45	0	0	51	45	0	0	0
point1480	1480	1654	45	0	0	51	45	0	0	0
point1481	1481	1654	45	0	0	51	45	0	0	0
point1482	1482	1654	45	0	0	51	45	0	0	0
point1483	1483	1654	45	0	0	51	45	0	0	0
point1484	1484	1654	45	0	0	51	45	0	0	0
point1485	1485	1654	45	0	0	51	45	0	0	0
point1486	1486	1654	45	0	0	51	45	0	0	0
point1487	1487	1654	45	0	0	51	45	0	0	0
point1488	1488	1654	45	0	0	51	45	0	0	0
point1489	1489	1654	45	0	0	51	45	0	0	0
point1490	1490	1654	45	0	0	51	45	0	0	0
point1491	1491	1654	45	0	0	51	45	0	0	0
point1492	1492	1654	45	0	0	51	45	0	0	0
point1493	1493	1654	45	0	0	51	45	0	0	0
point1494	1494	1654	45	0	0	51	45	0	0	0
point1495	1495	1654	45	0	0	51	45	0	0	0
point1496	1496	1654	45	0	0	51	45	0	0	0
point1497	1497	1654	45	0	0	51	45	0	0	0
point1498	1498	1602	45	0	0	121	45	0	0	0
point1499	1499	1602	45	0	0	121	45	0	0	0
point1500	1500	1602	45	0	0	121	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1501	1501	1602	45	0	0	121	45	0	0	0
point1502	1502	1602	45	0	0	121	45	0	0	0
point1503	1503	1602	45	0	0	121	45	0	0	0
point1504	1504	1602	45	0	0	121	45	0	0	0
point1505	1505	1602	45	0	0	121	45	0	0	0
point1506	1506	1602	45	0	0	121	45	0	0	0
point1507	1507	1602	45	0	0	121	45	0	0	0
point1508	1508	1602	45	0	0	121	45	0	0	0
point1509	1509	0	45	0	0	121	45	0	0	0
point1510	1510	1399	45	0	0	122	45	0	0	0
point1511	1511	1399	45	0	0	122	45	0	0	0
point1512	1512	1399	45	0	0	122	45	0	0	0
point1513	1513	1399	45	0	0	122	45	0	0	0
point1514	1514	1399	45	0	0	122	45	0	0	0
point1515	1515	1399	45	0	0	122	45	0	0	0
point1516	1516	1399	45	0	0	122	45	0	0	0
point1517	1517	1399	45	0	0	122	45	0	0	0
point1518	1518	1399	45	0	0	122	45	0	0	0
point1519	1519	1399	45	0	0	122	45	0	0	0
point1520	1520	1399	45	0	0	122	45	0	0	0
point1521	1521	1399	45	0	0	122	45	0	0	0
point1522	1522	1399	45	0	0	122	45	0	0	0
point1523	1523	1399	45	0	0	122	45	0	0	0
point1524	1524	1399	45	0	0	122	45	0	0	0
point1525	1525	1399	45	0	0	122	45	0	0	0
point1526	1526	1399	45	0	0	122	45	0	0	0
point1527	1527	1399	45	0	0	122	45	0	0	0
point1528	1528	1399	45	0	0	122	45	0	0	0
point1529	1529	1399	45	0	0	122	45	0	0	0
point1530	1530	1399	45	0	0	122	45	0	0	0
point1531	1531	1399	45	0	0	122	45	0	0	0
point1532	1532	1399	45	0	0	122	45	0	0	0
point1533	1533	1399	45	0	0	122	45	0	0	0
point1534	1534	1399	45	0	0	122	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1535	1535	1399	45	0	0	122	45	0	0	0
point1536	1536	1399	45	0	0	122	45	0	0	0
point1537	1537	1399	45	0	0	122	45	0	0	0
point1538	1538	1399	45	0	0	122	45	0	0	0
point1539	1539	1399	45	0	0	122	45	0	0	0
point1540	1540	1399	45	0	0	122	45	0	0	0
point1541	1541	1399	45	0	0	122	45	0	0	0
point1542	1542	1399	45	0	0	122	45	0	0	0
point1543	1543	1399	45	0	0	122	45	0	0	0
point1544	1544	1399	45	0	0	122	45	0	0	0
point1545	1545	1399	45	0	0	122	45	0	0	0
point1546	1546	1399	45	0	0	122	45	0	0	0
point1547	1547	1399	45	0	0	122	45	0	0	0
point1548	1548	1399	45	0	0	122	45	0	0	0
point1549	1549	1399	45	0	0	122	45	0	0	0
point1550	1550	1399	45	0	0	122	45	0	0	0
point1551	1551	1399	45	0	0	122	45	0	0	0
point1552	1552	1399	45	0	0	122	45	0	0	0
point1553	1553	1399	45	0	0	122	45	0	0	0
point1554	1554	1399	45	0	0	122	45	0	0	0
point1555	1555	1399	45	0	0	122	45	0	0	0
point1556	1556	1399	45	0	0	122	45	0	0	0
point1557	1557	1399	45	0	0	122	45	0	0	0
point1558	1558	1399	45	0	0	122	45	0	0	0
point1559	1559	1399	45	0	0	122	45	0	0	0
point1560	1560	1399	45	0	0	122	45	0	0	0
point1561	1561	1399	45	0	0	122	45	0	0	0
point1562	1562	1399	45	0	0	122	45	0	0	0
point1563	1563	1512	45	0	0	131	45	0	0	0
point1564	1564	1512	45	0	0	131	45	0	0	0
point1565	1565	1512	45	0	0	131	45	0	0	0
point1566	1566	1512	45	0	0	131	45	0	0	0
point1567	1567	1512	45	0	0	131	45	0	0	0
point1568	1568	1512	45	0	0	131	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1569	1569	1512	45	0	0	131	45	0	0	0
point1570	1570	1512	45	0	0	131	45	0	0	0
point1571	1571	1512	45	0	0	131	45	0	0	0
point1572	1572	1512	45	0	0	131	45	0	0	0
point1573	1573	1512	45	0	0	131	45	0	0	0
point1574	1574	1512	45	0	0	131	45	0	0	0
point1575	1575	1512	45	0	0	131	45	0	0	0
point1576	1576	1512	45	0	0	131	45	0	0	0
point1577	1577	1512	45	0	0	131	45	0	0	0
point1578	1578	1512	45	0	0	131	45	0	0	0
point1579	1579	1512	45	0	0	131	45	0	0	0
point1580	1580	1512	45	0	0	131	45	0	0	0
point1581	1581	1512	45	0	0	131	45	0	0	0
point1582	1582	1512	45	0	0	131	45	0	0	0
point1583	1583	1512	45	0	0	131	45	0	0	0
point1584	1584	1512	45	0	0	131	45	0	0	0
point1585	1585	1512	45	0	0	131	45	0	0	0
point1586	1586	1512	45	0	0	131	45	0	0	0
point1587	1587	1512	45	0	0	131	45	0	0	0
point1588	1588	1512	45	0	0	131	45	0	0	0
point1589	1589	1512	45	0	0	131	45	0	0	0
point1590	1590	1512	45	0	0	131	45	0	0	0
point1591	1591	1512	45	0	0	131	45	0	0	0
point1592	1592	1512	45	0	0	131	45	0	0	0
point1593	1593	1512	45	0	0	131	45	0	0	0
point1594	1594	1512	45	0	0	131	45	0	0	0
point1595	1595	1512	45	0	0	131	45	0	0	0
point1596	1596	1512	45	0	0	131	45	0	0	0
point1597	1597	1512	45	0	0	131	45	0	0	0
point1598	1598	1512	45	0	0	131	45	0	0	0
point1599	1599	1512	45	0	0	131	45	0	0	0
point1600	1600	1512	45	0	0	131	45	0	0	0
point1601	1601	1512	45	0	0	131	45	0	0	0
point1602	1602	1512	45	0	0	131	45	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1603	1603	1512	45	0	0	131	45	0	0
point1604	1604	1512	45	0	0	131	45	0	0
point1605	1605	1512	45	0	0	131	45	0	0
point1606	1606	1512	45	0	0	131	45	0	0
point1607	1607	1512	45	0	0	131	45	0	0
point1608	1608	1512	45	0	0	131	45	0	0
point1609	1609	1512	45	0	0	131	45	0	0
point1610	1610	1512	45	0	0	131	45	0	0
point1611	1611	1512	45	0	0	131	45	0	0
point1612	1612	1512	45	0	0	131	45	0	0
point1613	1613	1512	45	0	0	131	45	0	0
point1614	1614	1512	45	0	0	131	45	0	0
point1615	1615	1512	45	0	0	131	45	0	0
point1616	1616	1512	45	0	0	131	45	0	0
point1617	1617	1512	45	0	0	131	45	0	0
point1618	1618	1512	45	0	0	131	45	0	0
point1619	1619	1512	45	0	0	131	45	0	0
point1620	1620	1512	45	0	0	131	45	0	0
point1621	1621	1512	45	0	0	131	45	0	0
point1622	1622	1512	45	0	0	131	45	0	0
point1623	1623	1512	45	0	0	131	45	0	0
point1624	1624	1512	45	0	0	131	45	0	0
point1625	1625	1512	45	0	0	131	45	0	0
point1626	1626	1512	45	0	0	131	45	0	0
point1627	1627	1512	45	0	0	131	45	0	0
point1628	1628	1512	45	0	0	131	45	0	0
point1629	1629	1512	45	0	0	131	45	0	0
point1630	1630	1512	45	0	0	131	45	0	0
point1631	1631	1512	45	0	0	131	45	0	0
point1632	1632	1512	45	0	0	131	45	0	0
point1633	1633	1512	45	0	0	131	45	0	0
point1634	1634	1512	45	0	0	131	45	0	0
point1635	1635	1512	45	0	0	131	45	0	0
point1636	1636	1512	45	0	0	131	45	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

	point1637	1637	1512	45	0	0	131	45	0	0	0
	point1638	1638	1512	45	0	0	131	45	0	0	0
	point1639	1639	1512	45	0	0	131	45	0	0	0
	point1640	1640	1512	45	0	0	131	45	0	0	0
	point1641	1641	1512	45	0	0	131	45	0	0	0
	point1642	1642	1512	45	0	0	131	45	0	0	0
	point1643	1643	1512	45	0	0	131	45	0	0	0
	point1644	1644	1512	45	0	0	131	45	0	0	0
	point1645	1645	1512	45	0	0	131	45	0	0	0
	point1646	1646	1512	45	0	0	131	45	0	0	0
	point1647	1647	1512	45	0	0	131	45	0	0	0
	point1648	1648	1512	45	0	0	131	45	0	0	0
	point1649	1649	1512	45	0	0	131	45	0	0	0
	point1650	1650	1512	45	0	0	131	45	0	0	0
	point1651	1651	1512	45	0	0	131	45	0	0	0
	point1652	1652	1512	45	0	0	131	45	0	0	0
	point1653	1653	1512	45	0	0	131	45	0	0	0
	point1654	1654	1512	45	0	0	131	45	0	0	0
	point1655	1655	1512	45	0	0	131	45	0	0	0
	point1656	1656	1512	45	0	0	131	45	0	0	0
	point1657	1657	1512	45	0	0	131	45	0	0	0
	point1658	1658	1512	45	0	0	131	45	0	0	0
	point1659	1659	1512	45	0	0	131	45	0	0	0
	point1660	1660	1512	45	0	0	131	45	0	0	0
	point1661	1661	1512	45	0	0	131	45	0	0	0
	point1662	1662									
Point Hope Turnlane	point1670	1670	0	0	0	0	0	0	0	0	0
	point1671	1671	0	0	0	0	0	0	0	0	0
	point1672	1672									
EB Left Turnlane Point Hope	point1673	1673	0	0	0	0	0	0	0	0	0
	point1674	1674	0	0	0	0	0	0	0	0	0
	point1675	1675	0	0	0	0	0	0	0	0	0
	point1676	1676									
WB Turn Point Hope	point1677	1677	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

	point1678	1678	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1679	1679	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1680	1680	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1681	1681																		
EB Left Turn East of Point Hope	point1682	1682	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1683	1683	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1684	1684	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1685	1685	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1686	1686																		
EB Aux Lane	point1687	1687	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1688	1688	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1689	1689	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1690	1690	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1691	1691	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1692	1692																		
WB Left Turn East of Point Hope	point1693	1693	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1694	1694	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1695	1695																		
EB Right Turn Lane Nelliefield	point1696	1696	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1697	1697	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1698	1698	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1699	1699	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1700	1700																		
EB Left Turn Lane at Nelliefield	point1701	1701	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1702	1702	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1703	1703	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1704	1704	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1705	1705	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1706	1706																		
EB Right Turn at the Peninsula	point1707	1707	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1708	1708	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1709	1709																		
WB Left Turn at Nelliefield	point1710	1710	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1711	1711	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

	point1712	1712	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	point1713	1713	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1714	1714																						
WB Left Turn at Peninsula	point1715	1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1716	1716	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1717	1717	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1718	1718	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1719	1719																						
EB Left Turn at River Reach	point1720	1720	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1721	1721	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1722	1722	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1723	1723																						
WB Left Turn at River Reach	point1724	1724	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1725	1725	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1726	1726	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1727	1727																						
EB Left Turn at Cainhoy Village	point1728	1728	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1729	1729	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1730	1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1731	1731	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1732	1732	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1733	1733																						
WB Left Turn at Cainhoy Village	point1734	1734	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1735	1735	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1736	1736	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1737	1737	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1738	1738																						
WB Right Turn at Cainhoy Village	point1739	1739	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1740	1740	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1741	1741	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1742	1742	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1743	1743																						
WB Left Turn at Oak Bluff	point1744	1744	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1745	1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

	point1746	1746	0	0	0	0	0	0	0	0	0	0	0	0
	point1747	1747												
EB Left Turn at Cainhoy	point1748	1748	0	0	0	0	0	0	0	0	0	0	0	0
	point1749	1749	0	0	0	0	0	0	0	0	0	0	0	0
	point1750	1750	0	0	0	0	0	0	0	0	0	0	0	0
	point1751	1751												
EB Left Turn at Reflectance	point1752	1752	0	0	0	0	0	0	0	0	0	0	0	0
	point1753	1753	0	0	0	0	0	0	0	0	0	0	0	0
	point1754	1754	0	0	0	0	0	0	0	0	0	0	0	0
	point1755	1755												
WB Right Turn at Bennington	point1756	1756	0	0	0	0	0	0	0	0	0	0	0	0
	point1757	1757	0	0	0	0	0	0	0	0	0	0	0	0
	point1758	1758												
WB Right Turn at SC 41	point1759	1759	0	0	0	0	0	0	0	0	0	0	0	0
	point1760	1760	0	0	0	0	0	0	0	0	0	0	0	0
	point1761	1761	0	0	0	0	0	0	0	0	0	0	0	0
	point1762	1762	0	0	0	0	0	0	0	0	0	0	0	0
	point1763	1763	0	0	0	0	0	0	0	0	0	0	0	0
	point1764	1764	0	0	0	0	0	0	0	0	0	0	0	0
	point1765	1765	0	0	0	0	0	0	0	0	0	0	0	0
	point1766	1766												
EB Right Turn onto CF from SC 41	point1767	1767	0	0	0	0	0	0	0	0	0	0	0	0
	point1768	1768	0	0	0	0	0	0	0	0	0	0	0	0
	point1769	1769	0	0	0	0	0	0	0	0	0	0	0	0
	point1770	1770	0	0	0	0	0	0	0	0	0	0	0	0
	point1771	1771												
WB Left Turn at Business	point1772	1772	0	0	0	0	0	0	0	0	0	0	0	0
	point1773	1773	0	0	0	0	0	0	0	0	0	0	0	0
	point1774	1774	0	0	0	0	0	0	0	0	0	0	0	0
	point1775	1775												
WB Left Turn to Bradbury	point1776	1776	0	0	0	0	0	0	0	0	0	0	0	0
	point1777	1777	0	0	0	0	0	0	0	0	0	0	0	0
	point1778	1778	0	0	0	0	0	0	0	0	0	0	0	0
	point1779	1779												

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

EB Left Turn to Steel	point1780	1780	0	0	0	0	0	0	0	0	0	0	0
	point1781	1781	0	0	0	0	0	0	0	0	0	0	0
	point1782	1782	0	0	0	0	0	0	0	0	0	0	0
	point1783	1783											
WB Right Turn to Jack Primus	point1784	1784	0	0	0	0	0	0	0	0	0	0	0
	point1785	1785	0	0	0	0	0	0	0	0	0	0	0
	point1786	1786	0	0	0	0	0	0	0	0	0	0	0
	point1787	1787	0	0	0	0	0	0	0	0	0	0	0
	point1788	1788											
WB Left Turn to Royal Assembly	point1789	1789	0	0	0	0	0	0	0	0	0	0	0
	point1790	1790	0	0	0	0	0	0	0	0	0	0	0
	point1791	1791	0	0	0	0	0	0	0	0	0	0	0
	point1792	1792											
North Shared Use Path	point1793	1793	0	0	0	0	0	0	0	0	0	0	0
	point1794	1794	0	0	0	0	0	0	0	0	0	0	0
	point1795	1795	0	0	0	0	0	0	0	0	0	0	0
	point1796	1796	0	0	0	0	0	0	0	0	0	0	0
	point1797	1797	0	0	0	0	0	0	0	0	0	0	0
	point1798	1798	0	0	0	0	0	0	0	0	0	0	0
	point1799	1799	0	0	0	0	0	0	0	0	0	0	0
	point1800	1800	0	0	0	0	0	0	0	0	0	0	0
	point1801	1801	0	0	0	0	0	0	0	0	0	0	0
	point1802	1802	0	0	0	0	0	0	0	0	0	0	0
	point1803	1803	0	0	0	0	0	0	0	0	0	0	0
	point1804	1804	0	0	0	0	0	0	0	0	0	0	0
	point1805	1805	0	0	0	0	0	0	0	0	0	0	0
	point1806	1806	0	0	0	0	0	0	0	0	0	0	0
	point1807	1807	0	0	0	0	0	0	0	0	0	0	0
	point1808	1808	0	0	0	0	0	0	0	0	0	0	0
	point1809	1809	0	0	0	0	0	0	0	0	0	0	0
	point1810	1810	0	0	0	0	0	0	0	0	0	0	0
	point1811	1811	0	0	0	0	0	0	0	0	0	0	0
	point1812	1812	0	0	0	0	0	0	0	0	0	0	0
	point1813	1813	0	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1814	1814	0	0	0	0	0	0	0	0	0	0
point1815	1815	0	0	0	0	0	0	0	0	0	0
point1816	1816	0	0	0	0	0	0	0	0	0	0
point1817	1817	0	0	0	0	0	0	0	0	0	0
point1818	1818	0	0	0	0	0	0	0	0	0	0
point1819	1819	0	0	0	0	0	0	0	0	0	0
point1820	1820	0	0	0	0	0	0	0	0	0	0
point1821	1821	0	0	0	0	0	0	0	0	0	0
point1822	1822	0	0	0	0	0	0	0	0	0	0
point1823	1823	0	0	0	0	0	0	0	0	0	0
point1824	1824	0	0	0	0	0	0	0	0	0	0
point1825	1825	0	0	0	0	0	0	0	0	0	0
point1826	1826	0	0	0	0	0	0	0	0	0	0
point1827	1827	0	0	0	0	0	0	0	0	0	0
point1828	1828	0	0	0	0	0	0	0	0	0	0
point1829	1829	0	0	0	0	0	0	0	0	0	0
point1830	1830	0	0	0	0	0	0	0	0	0	0
point1831	1831	0	0	0	0	0	0	0	0	0	0
point1832	1832	0	0	0	0	0	0	0	0	0	0
point1833	1833	0	0	0	0	0	0	0	0	0	0
point1834	1834	0	0	0	0	0	0	0	0	0	0
point1835	1835	0	0	0	0	0	0	0	0	0	0
point1836	1836	0	0	0	0	0	0	0	0	0	0
point1837	1837	0	0	0	0	0	0	0	0	0	0
point1838	1838	0	0	0	0	0	0	0	0	0	0
point1839	1839	0	0	0	0	0	0	0	0	0	0
point1840	1840	0	0	0	0	0	0	0	0	0	0
point1841	1841	0	0	0	0	0	0	0	0	0	0
point1842	1842	0	0	0	0	0	0	0	0	0	0
point1843	1843	0	0	0	0	0	0	0	0	0	0
point1844	1844	0	0	0	0	0	0	0	0	0	0
point1845	1845	0	0	0	0	0	0	0	0	0	0
point1846	1846	0	0	0	0	0	0	0	0	0	0
point1847	1847	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point1848	1848	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1849	1849	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1850	1850	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1851	1851	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1852	1852	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1853	1853	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1854	1854	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1855	1855	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1856	1856	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1857	1857	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1858	1858	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1859	1859	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1860	1860	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1861	1861	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1862	1862	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1863	1863	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1864	1864	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1865	1865	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1866	1866	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1867	1867	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1868	1868	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1869	1869	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1870	1870	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1871	1871	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1872	1872	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1873	1873	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1874	1874	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1875	1875	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1876	1876	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1877	1877	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1878	1878	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1879	1879	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1880	1880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point1881	1881	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	point1882	1882	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1883	1883	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1884	1884	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1885	1885	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1886	1886	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1887	1887	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1888	1888	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1889	1889	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1890	1890	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1891	1891	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1892	1892	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1893	1893	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1894	1894	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1895	1895	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1896	1896	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1897	1897	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1898	1898	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1899	1899	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1900	1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1901	1901	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1902	1902	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1903	1903	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1904	1904	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1905	1905	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1906	1906	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1907	1907	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1908	1908	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1909	1909	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1910	1910	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1911	1911	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1912	1912	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1913	1913	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1914	1914	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1915	1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

	point1916	1916	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	point1917	1917	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1918	1918	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1919	1919	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1920	1920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1921	1921	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1922	1922	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1923	1923	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1924	1924	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1925	1925	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1926	1926	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1927	1927	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1928	1928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1929	1929	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1930	1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1931	1931	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1932	1932	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1933	1933	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1934	1934	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1935	1935	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1936	1936	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1937	1937	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1938	1938	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1939	1939	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1940	1940	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1941	1941	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1942	1942	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1943	1943	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1944	1944	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1945	1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1946	1946	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1947	1947	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1948	1948	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1949	1949	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

	point1950	1950	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1951	1951	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1952	1952	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1953	1953	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1954	1954	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1955	1955	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1956	1956	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1957	1957	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1958	1958	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1959	1959	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1960	1960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1961	1961	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1962	1962	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1963	1963	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1964	1964	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1965	1965	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1966	1966	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1967	1967	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1968	1968	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1969	1969	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1970	1970	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1971	1971	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1972	1972	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1973	1973	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1974	1974	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1975	1975	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1976	1976	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1977	1977															
	point1978	1978	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1979	1979	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1980	1980	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1981	1981	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1982	1982	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1983	1983	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South Shared Use Path																

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

	point1984	1984	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1985	1985	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1986	1986	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1987	1987	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1988	1988	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1989	1989	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1990	1990	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1991	1991	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1992	1992	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1993	1993	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1994	1994	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1995	1995	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1996	1996	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1997	1997	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1998	1998	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point1999	1999	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2000	2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2001	2001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2002	2002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2003	2003	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2004	2004	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2005	2005	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2006	2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2007	2007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2008	2008	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2009	2009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2010	2010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2011	2011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2012	2012	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2013	2013	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2014	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2015	2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2016	2016																			
	point2017	2017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	South Sidewalk																				

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

	point2018	2018	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2019	2019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2020	2020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2021	2021	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2022	2022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2023	2023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2024	2024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2025	2025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2026	2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2027	2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2028	2028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2029	2029	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2030	2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2031	2031	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2032	2032	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2033	2033	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2034	2034	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2035	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2036	2036	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2037	2037	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2038	2038	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2039	2039	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2040	2040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2041	2041	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2042	2042	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2043	2043	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2044	2044	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2045	2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2046	2046	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2047	2047	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2048	2048	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2049	2049	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2050	2050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	point2051	2051	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

point2052	2052	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2053	2053	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2054	2054	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2055	2055	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2056	2056	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2057	2057	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2058	2058	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2059	2059	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2060	2060	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2061	2061	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2062	2062	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2063	2063	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2064	2064	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2065	2065	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2066	2066	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2067	2067	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2068	2068	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2069	2069	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2070	2070	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2071	2071	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2072	2072	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2073	2073	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2074	2074	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2075	2075	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2076	2076	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2077	2077	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2078	2078	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2079	2079	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2080	2080	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2081	2081	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2082	2082	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2083	2083	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2084	2084	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
point2085	2085	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Clements Ferry Phase 2 Widening

	point2086	2086	0	0	0	0	0	0	0	0	0	0	0	0
	point2087	2087	0	0	0	0	0	0	0	0	0	0	0	0
	point2088	2088	0	0	0	0	0	0	0	0	0	0	0	0
	point2089	2089	0	0	0	0	0	0	0	0	0	0	0	0
	point2090	2090	0	0	0	0	0	0	0	0	0	0	0	0
	point2091	2091	0	0	0	0	0	0	0	0	0	0	0	0
	point2092	2092	0	0	0	0	0	0	0	0	0	0	0	0
	point2093	2093	0	0	0	0	0	0	0	0	0	0	0	0
	point2094	2094	0	0	0	0	0	0	0	0	0	0	0	0
	point2095	2095												

INPUT: RECEIVERS

Three Oaks Engineering
H. Robbins

22 March 2018
TNM 2.5

Clements Ferry Phase 2 Widening

INPUT: RECEIVERS

PROJECT/CONTRACT:
RUN:

Clements Ferry Phase 2 Widening
Build 2040

Receiver Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria			Active in Calc.	
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l		NR Goal
			ft	ft	ft		dBA	dBA	dB		dB
Receiver1	1	8	2,341,264.5	396,278.0	31.00	4.92	0.00	66	10.0	8.0	
Receiver2	2	8	2,341,264.5	396,289.0	31.00	14.92	0.00	66	10.0	8.0	
Receiver3	3	8	2,341,261.0	396,301.8	31.00	24.92	0.00	66	10.0	8.0	
Receiver4	4	8	2,341,359.8	396,543.6	31.00	4.92	0.00	66	10.0	8.0	
Receiver5	5	8	2,341,358.0	396,552.8	31.00	14.92	0.00	66	10.0	8.0	
Receiver6	6	8	2,341,358.0	396,563.8	31.00	24.92	0.00	66	10.0	8.0	
Receiver7	7	8	2,341,458.8	396,404.4	31.00	4.92	0.00	66	10.0	8.0	
Receiver8	8	8	2,341,458.8	396,409.9	31.00	14.92	0.00	66	10.0	8.0	
Receiver9	9	8	2,341,457.0	396,417.2	31.00	24.92	0.00	66	10.0	8.0	
Receiver10	10	24	2,341,548.5	396,274.4	31.00	4.92	0.00	66	10.0	8.0	
Receiver11	11	24	2,341,444.0	396,153.5	31.00	4.92	0.00	66	10.0	8.0	
Receiver12	12	24	2,341,647.5	396,135.2	31.00	4.92	0.00	66	10.0	8.0	
Receiver13	13	1	2,341,653.0	396,050.9	33.00	4.92	0.00	66	10.0	8.0	
Receiver14	14	1	2,341,894.8	395,688.2	32.00	4.92	0.00	66	10.0	8.0	
Receiver15	15	1	2,342,180.5	396,025.3	32.00	4.92	0.00	66	10.0	8.0	
Receiver16	16	1	2,341,814.0	395,393.4	30.00	4.92	0.00	66	10.0	8.0	
Receiver17	17	1	2,341,982.5	395,527.1	30.00	4.92	0.00	66	10.0	8.0	
Receiver18	18	1	2,342,264.8	395,666.3	30.00	4.92	0.00	66	10.0	8.0	
Receiver19	19	5	2,342,458.8	395,765.2	30.00	4.92	0.00	66	10.0	8.0	
Receiver20	20	1	2,342,643.8	395,920.9	29.00	4.92	0.00	66	10.0	8.0	
Receiver21	21	2	2,342,766.5	395,979.5	27.00	4.92	0.00	66	10.0	8.0	
Receiver22	22	1	2,342,957.0	395,779.8	17.00	4.92	0.00	66	10.0	8.0	

INPUT: RECEIVERS

Clements Ferry Phase 2 Widening

Receiver23	23	1	2,342,929.5	395,686.4	16.00	4.92	0.00	66	10.0	8.0
Receiver24	24	1	2,342,861.8	395,492.3	15.00	4.92	0.00	66	10.0	8.0
Receiver25	25	1	2,342,812.2	395,409.9	14.00	4.92	0.00	66	10.0	8.0
Receiver26	26	1	2,342,631.0	395,283.5	16.00	4.92	0.00	66	10.0	8.0
Receiver27	27	1	2,342,579.8	395,146.1	16.00	4.92	0.00	66	10.0	8.0
Receiver28	28	1	2,342,770.2	395,095.2	10.00	4.92	0.00	66	10.0	8.0
Receiver29	29	1	2,342,475.2	395,003.6	15.00	4.92	0.00	66	10.0	8.0
Receiver30	30	1	2,342,526.5	394,849.8	14.00	4.92	0.00	66	10.0	8.0
Receiver31	31	1	2,342,136.5	394,847.9	16.00	4.92	0.00	66	10.0	8.0
Receiver32	32	1	2,342,226.2	394,736.2	14.00	4.92	0.00	66	10.0	8.0
Receiver33	33	1	2,342,929.2	396,239.2	29.00	4.92	0.00	66	10.0	8.0
Receiver34	34	1	2,343,209.5	396,187.9	27.00	4.92	0.00	66	10.0	8.0
Receiver35	35	1	2,343,266.2	396,059.7	17.00	4.92	0.00	66	10.0	8.0
Receiver36	36	1	2,343,268.2	396,484.6	29.00	4.92	0.00	66	10.0	8.0
Receiver37	37	1	2,343,189.5	396,854.6	28.00	4.92	0.00	66	10.0	8.0
Receiver38	38	1	2,343,306.8	396,664.1	29.00	4.92	0.00	66	10.0	8.0
Receiver39	39	1	2,343,385.5	396,609.2	28.00	4.92	0.00	66	10.0	8.0
Receiver40	40	1	2,343,466.0	396,361.9	27.00	4.92	0.00	66	10.0	8.0
Receiver41	41	1	2,343,663.8	396,488.3	27.00	4.92	0.00	66	10.0	8.0
Receiver42	42	1	2,343,689.5	396,689.8	30.00	4.92	0.00	66	10.0	8.0
Receiver43	43	1	2,343,579.5	396,777.7	31.00	4.92	0.00	66	10.0	8.0
Receiver44	44	1	2,343,682.2	396,924.2	31.00	4.92	0.00	66	10.0	8.0
Receiver45	45	1	2,343,812.2	396,845.4	31.00	4.92	0.00	66	10.0	8.0
Receiver46	46	1	2,343,845.2	396,682.4	27.00	4.92	0.00	66	10.0	8.0
Receiver47	47	1	2,343,915.0	396,759.8	27.00	4.92	0.00	66	10.0	8.0
Receiver48	48	1	2,343,988.5	396,840.8	26.00	4.92	0.00	66	10.0	8.0
Receiver49	49	1	2,343,863.5	396,317.9	13.00	4.92	0.00	66	10.0	8.0
Receiver50	50	1	2,343,885.5	396,235.5	9.00	4.92	0.00	66	10.0	8.0
Receiver51	51	1	2,343,956.8	396,235.5	7.00	4.92	0.00	66	10.0	8.0
Receiver52	52	1	2,343,989.8	396,303.3	10.00	4.92	0.00	66	10.0	8.0
Receiver53	53	1	2,344,039.2	396,528.6	17.00	4.92	0.00	66	10.0	8.0
Receiver54	54	1	2,344,068.5	396,647.6	21.00	4.92	0.00	66	10.0	8.0
Receiver55	55	1	2,344,231.5	396,592.7	16.00	4.92	0.00	66	10.0	8.0
Receiver56	56	1	2,344,248.0	396,673.3	18.00	4.92	0.00	66	10.0	8.0
Receiver57	57	1	2,344,167.5	396,785.0	21.00	4.92	0.00	66	10.0	8.0

INPUT: RECEIVERS

Clements Ferry Phase 2 Widening

Receiver58	58	1	2,344,248.0	396,876.6	22.00	4.92	0.00	66	10.0	8.0
Receiver59	59	1	2,344,356.2	396,790.5	19.00	4.92	0.00	66	10.0	8.0
Receiver60	60	1	2,344,457.0	396,861.9	12.00	4.92	0.00	66	10.0	8.0
Receiver61	61	1	2,344,356.2	396,971.8	22.00	4.92	0.00	66	10.0	8.0
Receiver62	62	1	2,344,008.2	397,163.8	31.00	4.92	0.00	66	10.0	8.0
Receiver63	63	1	2,344,123.5	397,213.2	30.00	4.92	0.00	66	10.0	8.0
Receiver64	64	1	2,343,848.8	397,416.5	30.00	4.92	0.00	66	10.0	8.0
Receiver65	65	1	2,344,006.2	397,429.3	31.00	4.92	0.00	66	10.0	8.0
Receiver66	66	1	2,344,222.5	397,352.4	31.00	4.92	0.00	66	10.0	8.0
Receiver67	67	1	2,344,028.2	397,693.1	29.00	4.92	0.00	66	10.0	8.0
Receiver68	68	1	2,344,359.8	397,575.9	30.00	4.92	0.00	66	10.0	8.0
Receiver69	69	1	2,344,304.8	397,744.4	30.00	4.92	0.00	66	10.0	8.0
Receiver70	70	1	2,344,530.2	397,836.0	30.00	4.92	0.00	66	10.0	8.0
Receiver71	71	1	2,345,423.5	398,013.2	23.00	4.92	0.00	66	10.0	8.0
Receiver72	72	1	2,345,711.0	398,084.7	17.00	4.92	0.00	66	10.0	8.0
Receiver73	73	1	2,346,466.2	398,242.2	28.00	4.92	0.00	66	10.0	8.0
Receiver74	74	1	2,346,539.5	398,256.8	28.00	4.92	0.00	66	10.0	8.0
Receiver75	75	1	2,346,545.0	398,024.2	29.00	4.92	0.00	66	10.0	8.0
Receiver76	76	1	2,346,519.2	397,731.2	27.00	4.92	0.00	66	10.0	8.0
Receiver77	77	8	2,346,739.0	397,522.4	26.00	4.92	0.00	66	10.0	8.0
Receiver78	78	8	2,346,739.0	397,513.2	26.00	14.92	0.00	66	10.0	8.0
Receiver79	79	8	2,346,742.8	397,504.0	26.00	24.92	0.00	66	10.0	8.0
Receiver80	80	8	2,346,708.0	397,264.5	23.00	4.92	0.00	66	10.0	8.0
Receiver81	81	8	2,346,709.8	397,257.2	23.00	14.92	0.00	66	10.0	8.0
Receiver82	82	8	2,346,709.8	397,248.0	23.00	24.92	0.00	66	10.0	8.0
Receiver83	83	1	2,346,187.8	397,139.9	26.00	4.92	0.00	66	10.0	8.0
Receiver84	84	1	2,346,052.2	396,964.1	25.00	4.92	0.00	66	10.0	8.0
Receiver85	85	1	2,345,768.2	396,729.7	24.00	4.92	0.00	66	10.0	8.0
Receiver86	86	1	2,345,792.2	396,531.8	23.00	4.92	0.00	66	10.0	8.0
Receiver87	87	1	2,346,123.8	396,617.9	18.00	4.92	0.00	66	10.0	8.0
Receiver88	88	1	2,346,182.2	396,755.3	23.00	4.92	0.00	66	10.0	8.0
Receiver89	89	8	2,346,350.8	396,969.6	24.00	4.92	0.00	66	10.0	8.0
Receiver90	90	8	2,346,350.8	396,962.3	24.00	14.92	0.00	66	10.0	8.0
Receiver91	91	8	2,346,352.8	396,955.0	24.00	24.92	0.00	66	10.0	8.0
Receiver92	92	1	2,346,462.5	397,048.4	24.00	4.92	0.00	66	10.0	8.0

INPUT: RECEIVERS

Clements Ferry Phase 2 Widening

Receiver93	93	8	2,346,600.0	397,119.8	25.00	4.92	0.00	66	10.0	8.0
Receiver94	94	8	2,346,600.0	397,114.3	25.00	14.92	0.00	66	10.0	8.0
Receiver95	95	8	2,346,600.0	397,105.2	25.00	24.92	0.00	66	10.0	8.0
Receiver96	96	8	2,346,863.8	397,020.9	18.00	4.92	0.00	66	10.0	8.0
Receiver97	97	8	2,346,863.8	397,011.8	18.00	14.92	0.00	66	10.0	8.0
Receiver98	98	8	2,346,863.8	397,004.4	18.00	24.92	0.00	66	10.0	8.0
Receiver99	99	1	2,346,929.5	397,222.4	23.00	4.92	0.00	66	10.0	8.0
Receiver100	100	1	2,347,072.5	397,193.1	20.00	4.92	0.00	66	10.0	8.0
Receiver101	101	1	2,347,087.0	397,550.9	19.00	4.92	0.00	66	10.0	8.0
Receiver102	102	1	2,347,012.0	397,532.6	19.00	4.92	0.00	66	10.0	8.0
Receiver103	103	1	2,346,920.5	397,552.8	19.00	4.92	0.00	66	10.0	8.0
Receiver104	104	1	2,346,849.0	397,611.4	28.00	4.92	0.00	66	10.0	8.0
Receiver105	105	1	2,346,830.8	397,812.9	27.00	4.92	0.00	66	10.0	8.0
Receiver106	106	1	2,346,957.0	397,939.2	28.00	4.92	0.00	66	10.0	8.0
Receiver107	107	1	2,347,248.2	397,715.8	24.00	4.92	0.00	66	10.0	8.0
Receiver108	108	1	2,347,255.5	397,974.1	27.00	4.92	0.00	66	10.0	8.0
Receiver109	109	1	2,347,198.8	398,060.1	28.00	4.92	0.00	66	10.0	8.0
Receiver110	110	1	2,347,198.8	398,372.2	29.00	4.92	0.00	66	10.0	8.0
Receiver111	111	1	2,347,482.8	398,458.3	29.00	4.92	0.00	66	10.0	8.0
Receiver112	112	1	2,347,620.0	398,505.9	30.00	4.92	0.00	66	10.0	8.0
Receiver113	113	1	2,347,812.5	398,553.6	30.00	4.92	0.00	66	10.0	8.0
Receiver114	114	1	2,347,938.8	398,593.8	30.00	4.92	0.00	66	10.0	8.0
Receiver115	115	1	2,348,007.0	397,171.8	14.00	4.92	0.00	66	10.0	8.0
Receiver116	116	1	2,348,120.5	397,105.9	12.00	4.92	0.00	66	10.0	8.0
Receiver117	117	1	2,348,078.5	397,226.8	14.00	4.92	0.00	66	10.0	8.0
Receiver118	118	1	2,348,100.5	397,292.7	14.00	4.92	0.00	66	10.0	8.0
Receiver119	119	1	2,348,137.0	397,345.8	16.00	4.92	0.00	66	10.0	8.0
Receiver120	120	1	2,348,204.8	397,397.1	16.00	4.92	0.00	66	10.0	8.0
Receiver121	121	1	2,348,311.0	397,472.2	16.00	4.92	0.00	66	10.0	8.0
Receiver122	122	1	2,348,521.8	397,505.2	16.00	4.92	0.00	66	10.0	8.0
Receiver123	123	1	2,348,598.8	397,486.8	15.00	4.92	0.00	66	10.0	8.0
Receiver124	124	1	2,348,684.8	397,477.7	14.00	4.92	0.00	66	10.0	8.0
Receiver125	125	1	2,348,739.8	397,485.0	14.00	4.92	0.00	66	10.0	8.0
Receiver126	126	1	2,348,800.2	397,490.5	13.00	4.92	0.00	66	10.0	8.0
Receiver127	127	1	2,348,877.0	397,503.3	13.00	4.92	0.00	66	10.0	8.0

INPUT: RECEIVERS

Clements Ferry Phase 2 Widening

Receiver128	128	1	2,348,926.5	397,508.8	13.00	4.92	0.00	66	10.0	8.0
Receiver129	129	1	2,348,988.8	397,523.5	13.00	4.92	0.00	66	10.0	8.0
Receiver130	130	1	2,349,527.0	398,591.6	21.00	4.92	0.00	66	10.0	8.0
Receiver131	131	1	2,350,843.2	400,477.4	33.00	4.92	0.00	66	10.0	8.0
Receiver132	132	1	2,351,111.0	400,205.2	30.00	4.92	0.00	66	10.0	8.0
Receiver133	133	1	2,351,266.8	400,353.6	29.00	4.92	0.00	66	10.0	8.0
Receiver134	134	1	2,351,330.8	400,569.7	31.00	4.92	0.00	66	10.0	8.0
Receiver135	135	1	2,351,605.5	400,042.2	23.00	4.92	0.00	66	10.0	8.0
Receiver136	136	1	2,351,645.8	399,758.3	23.00	4.92	0.00	66	10.0	8.0
Receiver137	137	6	2,351,948.0	400,296.8	24.00	4.92	0.00	66	10.0	8.0
Receiver138	138	3	2,352,032.2	400,179.6	25.00	4.92	0.00	66	10.0	8.0
Receiver139	139	5	2,352,085.5	400,366.4	24.00	4.92	0.00	66	10.0	8.0
Receiver140	140	4	2,352,266.8	400,296.8	25.00	4.92	0.00	66	10.0	8.0
Receiver141	141	5	2,352,250.2	400,454.3	24.00	4.92	0.00	66	10.0	8.0
Receiver142	142	2	2,352,440.8	400,390.2	25.00	4.92	0.00	66	10.0	8.0
Receiver143	143	1	2,352,796.0	400,501.9	24.00	4.92	0.00	66	10.0	8.0
Receiver144	144	5	2,352,808.8	400,750.7	24.00	4.92	0.00	66	10.0	8.0
Receiver145	145	6	2,352,940.5	400,864.2	24.00	4.92	0.00	66	10.0	8.0
Receiver146	146	5	2,353,006.5	400,719.5	25.00	4.92	0.00	66	10.0	8.0
Receiver147	147	5	2,353,074.2	400,928.3	24.00	4.92	0.00	66	10.0	8.0
Receiver148	148	3	2,353,167.8	400,745.2	24.00	4.92	0.00	66	10.0	8.0
Receiver149	149	2	2,353,186.0	400,939.3	24.00	4.92	0.00	66	10.0	8.0
Receiver150	150	5	2,353,316.0	400,904.5	24.00	4.92	0.00	66	10.0	8.0
Receiver151	151	4	2,353,288.5	400,739.7	22.00	4.92	0.00	66	10.0	8.0
Receiver152	152	3	2,353,382.0	400,699.3	23.00	4.92	0.00	66	10.0	8.0
Receiver153	153	1	2,353,437.0	400,378.8	19.00	4.92	0.00	66	10.0	8.0
Receiver154	154	1	2,353,871.0	400,547.3	18.00	4.92	0.00	66	10.0	8.0
Receiver155	155	1	2,353,838.0	400,631.6	18.00	4.92	0.00	66	10.0	8.0
Receiver156	156	1	2,353,898.5	400,692.0	18.00	4.92	0.00	66	10.0	8.0
Receiver157	157	1	2,353,986.5	400,710.3	20.00	4.92	0.00	66	10.0	8.0
Receiver158	158	5	2,353,535.8	400,825.8	21.00	4.92	0.00	66	10.0	8.0
Receiver159	159	2	2,353,684.2	400,858.7	20.00	4.92	0.00	66	10.0	8.0
Receiver160	160	2	2,353,834.2	400,900.8	19.00	4.92	0.00	66	10.0	8.0
Receiver161	161	5	2,353,482.8	400,981.4	23.00	4.92	0.00	66	10.0	8.0
Receiver162	162	5	2,353,603.5	401,047.4	22.00	4.92	0.00	66	10.0	8.0

INPUT: RECEIVERS

Clements Ferry Phase 2 Widening

Receiver163	163	4	2,353,753.8	401,043.7	22.00	4.92	0.00	66	10.0	8.0
Receiver164	164	5	2,353,451.5	401,128.0	23.00	4.92	0.00	66	10.0	8.0
Receiver165	165	6	2,353,535.8	401,195.7	23.00	4.92	0.00	66	10.0	8.0
Receiver166	166	4	2,353,653.0	401,261.7	23.00	4.92	0.00	66	10.0	8.0
Receiver167	167	5	2,354,024.5	401,440.1	23.00	4.92	0.00	66	10.0	8.0
Receiver168	168	5	2,354,138.2	401,502.3	23.00	4.92	0.00	66	10.0	8.0
Receiver169	169	5	2,354,358.0	401,650.7	24.00	4.92	0.00	66	10.0	8.0
Receiver170	170	5	2,354,473.2	401,718.4	23.00	4.92	0.00	66	10.0	8.0
Receiver171	171	1	2,356,917.5	402,388.4	15.00	4.92	0.00	66	10.0	8.0
Receiver172	172	1	2,357,010.8	402,331.7	17.00	4.92	0.00	66	10.0	8.0
Receiver173	173	1	2,357,032.8	402,263.9	17.00	4.92	0.00	66	10.0	8.0
Receiver174	174	1	2,357,049.2	402,234.6	17.00	4.92	0.00	66	10.0	8.0
Receiver175	175	1	2,357,053.0	402,157.7	16.00	4.92	0.00	66	10.0	8.0
Receiver176	176	1	2,357,029.2	402,110.0	16.00	4.92	0.00	66	10.0	8.0
Receiver177	177	1	2,357,023.8	402,077.1	16.00	4.92	0.00	66	10.0	8.0
Receiver178	178	1	2,357,038.2	402,040.4	16.00	4.92	0.00	66	10.0	8.0
Receiver179	179	1	2,357,029.2	402,000.1	16.00	4.92	0.00	66	10.0	8.0
Receiver180	180	1	2,357,029.2	401,952.5	15.00	4.92	0.00	66	10.0	8.0
Receiver181	181	1	2,357,021.8	401,904.9	14.00	4.92	0.00	66	10.0	8.0
Receiver182	182	1	2,357,021.8	401,866.4	14.00	4.92	0.00	66	10.0	8.0
Receiver183	183	1	2,357,016.2	401,824.3	13.00	4.92	0.00	66	10.0	8.0
Receiver184	184	1	2,357,014.5	401,773.0	13.00	4.92	0.00	66	10.0	8.0
Receiver185	185	1	2,357,016.2	401,725.4	13.00	4.92	0.00	66	10.0	8.0
Receiver186	186	1	2,357,012.8	401,692.4	13.00	4.92	0.00	66	10.0	8.0
Receiver187	187	1	2,357,020.0	401,654.0	13.00	4.92	0.00	66	10.0	8.0
Receiver188	188	1	2,357,023.8	401,622.8	13.00	4.92	0.00	66	10.0	8.0
Receiver189	189	1	2,357,175.8	401,826.1	13.00	4.92	0.00	66	10.0	8.0
Receiver190	190	1	2,357,179.2	401,870.1	13.00	4.92	0.00	66	10.0	8.0
Receiver191	191	1	2,357,184.8	401,928.7	13.00	4.92	0.00	66	10.0	8.0
Receiver192	192	1	2,357,188.5	401,969.0	14.00	4.92	0.00	66	10.0	8.0
Receiver193	193	1	2,357,186.8	402,000.1	14.00	4.92	0.00	66	10.0	8.0
Receiver194	194	1	2,357,194.0	402,040.4	14.00	4.92	0.00	66	10.0	8.0
Receiver195	195	1	2,357,188.5	402,077.1	15.00	4.92	0.00	66	10.0	8.0
Receiver196	196	1	2,357,203.2	402,113.7	15.00	4.92	0.00	66	10.0	8.0
Receiver197	197	1	2,357,205.0	402,154.0	15.00	4.92	0.00	66	10.0	8.0

INPUT: RECEIVERS

Clements Ferry Phase 2 Widening

Receiver198	198	1	2,357,212.2	402,194.3	16.00	4.92	0.00	66	10.0	8.0
Receiver199	199	1	2,357,135.5	402,355.5	17.00	4.92	0.00	66	10.0	8.0
Receiver200	200	1	2,357,208.8	402,340.8	16.00	4.92	0.00	66	10.0	8.0
Receiver201	201	1	2,357,247.2	402,331.7	16.00	4.92	0.00	66	10.0	8.0
Receiver202	202	1	2,357,304.0	402,315.2	16.00	4.92	0.00	66	10.0	8.0
Receiver203	203	1	2,357,940.0	402,241.9	16.00	4.92	0.00	66	10.0	8.0
Receiver204	204	1	2,357,963.8	402,146.7	16.00	4.92	0.00	66	10.0	8.0
Receiver205	205	1	2,358,209.2	402,130.2	15.00	4.92	0.00	66	10.0	8.0
Receiver206	206	1	2,358,095.8	401,952.5	12.00	4.92	0.00	66	10.0	8.0
Receiver207	207	1	2,358,207.2	401,829.8	10.00	4.92	0.00	66	10.0	8.0
Receiver208	208	1	2,358,302.5	401,479.9	12.00	4.92	0.00	66	10.0	8.0
Receiver209	209	1	2,358,524.2	401,500.1	14.00	4.92	0.00	66	10.0	8.0
Receiver210	210	1	2,358,571.8	401,415.8	14.00	4.92	0.00	66	10.0	8.0
Receiver211	211	1	2,358,436.2	401,736.4	12.00	4.92	0.00	66	10.0	8.0
Receiver212	212	1	2,358,588.2	401,688.8	14.00	4.92	0.00	66	10.0	8.0
Receiver213	213	1	2,358,702.0	401,749.2	13.00	4.92	0.00	66	10.0	8.0
Receiver214	214	1	2,358,579.2	401,866.4	13.00	4.92	0.00	66	10.0	8.0
Receiver215	215	1	2,358,687.2	401,930.5	13.00	4.92	0.00	66	10.0	8.0
Receiver216	216	1	2,358,354.0	402,181.5	15.00	4.92	0.00	66	10.0	8.0
Receiver217	217	1	2,358,458.2	402,150.3	14.00	4.92	0.00	66	10.0	8.0
Receiver218	218	1	2,358,610.2	402,274.9	14.00	4.92	0.00	66	10.0	8.0
Receiver219	219	1	2,358,424.0	402,466.2	17.00	4.92	0.00	66	10.0	8.0
Receiver220	220	1	2,358,388.8	402,555.1	18.00	4.92	0.00	66	10.0	8.0
Receiver221	221	1	2,358,434.5	402,564.2	19.00	4.92	0.00	66	10.0	8.0
Receiver222	222	10	2,358,579.2	402,516.7	17.00	4.92	0.00	66	10.0	8.0
Receiver223	223	11	2,358,694.5	402,540.4	17.00	4.92	0.00	66	10.0	8.0
Receiver224	224	1	2,358,803.0	402,350.3	15.00	4.92	0.00	66	10.0	8.0
Receiver225	225	1	2,358,932.8	402,456.2	15.00	4.92	0.00	66	10.0	8.0
Receiver226	226	1	2,359,093.8	402,293.2	13.00	4.92	0.00	66	10.0	8.0
Receiver227	227	1	2,358,114.5	402,980.8	18.00	4.92	0.00	66	10.0	8.0
Receiver228	228	1	2,358,072.2	403,363.2	20.00	4.92	0.00	66	10.0	8.0
Receiver229	229	1	2,357,859.8	403,562.8	21.00	4.92	0.00	66	10.0	8.0
Receiver230	230	1	2,357,938.5	403,533.5	21.00	4.92	0.00	66	10.0	8.0
Receiver231	231	1	2,358,077.8	403,584.8	21.00	4.92	0.00	66	10.0	8.0
Receiver232	232	1	2,359,251.8	402,967.5	17.00	4.92	0.00	66	10.0	8.0

INPUT: RECEIVERS

Clements Ferry Phase 2 Widening

Receiver233	233	1	2,359,383.8	402,954.7	17.00	4.92	0.00	66	10.0	8.0
Receiver234	234	1	2,359,299.5	402,799.0	16.00	4.92	0.00	66	10.0	8.0
Receiver235	235	1	2,359,482.8	402,599.4	15.00	4.92	0.00	66	10.0	8.0
Receiver236	236	1	2,359,585.2	402,441.9	14.00	4.92	0.00	66	10.0	8.0
Receiver237	237	1	2,359,929.5	402,817.3	14.00	4.92	0.00	66	10.0	8.0
Receiver238	238	1	2,359,276.8	401,802.3	15.00	4.92	0.00	66	10.0	8.0
Receiver239	239	1	2,359,606.5	402,296.8	14.00	4.92	0.00	66	10.0	8.0
Receiver240	240	1	2,359,866.5	402,262.1	12.00	4.92	0.00	66	10.0	8.0
Receiver241	241	1	2,359,747.5	401,778.5	11.00	4.92	0.00	66	10.0	8.0
Receiver242	242	1	2,360,086.2	401,973.8	6.00	4.92	0.00	66	10.0	8.0
Receiver243	243	1	2,360,062.2	401,741.2	12.00	4.92	0.00	66	10.0	8.0
Receiver244	244	1	2,360,056.8	401,424.3	11.00	4.92	0.00	66	10.0	8.0
Receiver245	245	1	2,360,309.5	401,199.0	11.00	4.92	0.00	66	10.0	8.0
Receiver246	246	1	2,360,269.2	401,374.8	12.00	4.92	0.00	66	10.0	8.0
Receiver247	247	1	2,360,362.8	401,558.0	12.00	4.92	0.00	66	10.0	8.0
Receiver248	248	1	2,360,346.2	401,697.2	13.00	4.92	0.00	66	10.0	8.0
Receiver249	249	1	2,360,381.0	401,880.3	13.00	4.92	0.00	66	10.0	8.0
Receiver250	250	1	2,360,364.5	402,014.1	15.00	4.92	0.00	66	10.0	8.0
Receiver251	251	1	2,360,353.5	402,246.7	13.00	4.92	0.00	66	10.0	8.0
Receiver252	252	1	2,360,632.0	402,203.4	15.00	4.92	0.00	66	10.0	8.0
Receiver253	253	1	2,360,585.5	401,870.1	14.00	4.92	0.00	66	10.0	8.0
Receiver254	254	1	2,360,596.5	401,456.2	13.00	4.92	0.00	66	10.0	8.0
Receiver255	255	1	2,360,777.8	401,388.4	11.00	4.92	0.00	66	10.0	8.0
Receiver256	256	1	2,361,138.8	401,364.9	12.00	4.92	0.00	66	10.0	8.0
Receiver257	257	1	2,361,353.0	400,989.5	10.00	4.92	0.00	66	10.0	8.0
Receiver258	258	1	2,361,373.0	401,262.4	12.00	4.92	0.00	66	10.0	8.0
Receiver259	259	1	2,361,400.5	401,720.3	11.00	4.92	0.00	66	10.0	8.0
Receiver260	260	1	2,361,129.5	401,685.5	13.00	4.92	0.00	66	10.0	8.0
Receiver261	261	1	2,360,944.5	401,813.7	12.00	4.92	0.00	66	10.0	8.0
Receiver262	262	1	2,360,755.8	401,813.7	12.00	4.92	0.00	66	10.0	8.0
Receiver263	263	1	2,360,895.0	402,208.9	12.00	4.92	0.00	66	10.0	8.0
Receiver264	264	1	2,360,680.8	402,408.6	13.00	4.92	0.00	66	10.0	8.0
Receiver265	265	1	2,360,750.2	402,392.1	13.00	4.92	0.00	66	10.0	8.0
Receiver266	266	1	2,360,801.8	402,578.9	13.00	4.92	0.00	66	10.0	8.0
Receiver267	267	1	2,361,001.2	402,694.3	15.00	4.92	0.00	66	10.0	8.0

INPUT: RECEIVERS

Clements Ferry Phase 2 Widening

Receiver268	268	5	2,361,088.5	402,338.6	16.00	4.92	0.00	66	10.0	8.0
Receiver269	269	5	2,361,161.8	402,485.1	17.00	4.92	0.00	66	10.0	8.0
Receiver270	270	5	2,361,346.8	402,706.8	16.00	4.92	0.00	66	10.0	8.0
Receiver271	271	5	2,361,257.0	402,895.4	18.00	4.92	0.00	66	10.0	8.0
Receiver272	272	4	2,361,370.5	403,034.6	17.00	4.92	0.00	66	10.0	8.0
Receiver273	273	4	2,361,519.0	403,153.7	19.00	4.92	0.00	66	10.0	8.0
Receiver274	274	6	2,361,601.2	403,248.9	20.00	4.92	0.00	66	10.0	8.0
Receiver275	275	4	2,361,597.8	403,071.2	18.00	4.92	0.00	66	10.0	8.0
Receiver276	276	5	2,361,707.5	403,150.0	18.00	4.92	0.00	66	10.0	8.0
Receiver277	277	6	2,361,802.8	403,243.4	18.00	4.92	0.00	66	10.0	8.0
Receiver278	278	5	2,361,868.8	403,146.3	15.00	4.92	0.00	66	10.0	8.0
Receiver279	279	4	2,361,925.5	403,030.9	13.00	4.92	0.00	66	10.0	8.0
Receiver280	280	3	2,361,808.2	403,091.4	15.00	4.92	0.00	66	10.0	8.0
Receiver281	281	6	2,361,705.8	402,988.8	16.00	4.92	0.00	66	10.0	8.0
Receiver282	282	6	2,361,627.0	402,910.0	16.00	4.92	0.00	66	10.0	8.0
Receiver283	283	4	2,361,456.8	402,803.8	15.00	4.92	0.00	66	10.0	8.0
Receiver284	284	4	2,361,462.2	402,706.8	15.00	4.92	0.00	66	10.0	8.0
Receiver285	285	1	2,361,824.8	402,743.4	13.00	4.92	0.00	66	10.0	8.0
Receiver286	286	4	2,361,660.0	402,677.4	14.00	4.92	0.00	66	10.0	8.0
Receiver287	287	5	2,361,570.2	402,558.4	14.00	4.92	0.00	66	10.0	8.0
Receiver288	288	2	2,361,291.8	402,415.5	15.00	4.92	0.00	66	10.0	8.0
Receiver289	289	4	2,361,216.8	402,294.6	15.00	4.92	0.00	66	10.0	8.0
Receiver290	290	1	2,361,245.2	401,995.8	12.00	4.92	0.00	66	10.0	8.0
Receiver291	291	1	2,361,463.2	402,118.5	12.00	4.92	0.00	66	10.0	8.0
Receiver292	292	1	2,361,611.8	402,014.1	10.00	4.92	0.00	66	10.0	8.0
Receiver293	293	1	2,361,692.2	401,929.8	9.00	4.92	0.00	66	10.0	8.0
Receiver294	294	1	2,361,813.2	400,877.4	7.00	4.92	0.00	66	10.0	8.0
Receiver295	295	1	2,361,743.5	400,496.4	7.00	4.92	0.00	66	10.0	8.0
Receiver296	296	1	2,361,520.0	400,265.7	6.00	4.92	0.00	66	10.0	8.0
Receiver297	297	1	2,361,326.0	399,950.6	9.00	4.92	0.00	66	10.0	8.0
Receiver298	298	1	2,361,238.0	399,899.3	9.00	4.92	0.00	66	10.0	8.0

Receiver1	1	8	0	54	66	54	10 ----	54
Receiver2"	2	8	0	57.2	66	57.2	10 ----	57.2
Receiver3"	3	8	0	58.1	66	58.1	10 ----	58.1
Receiver4"	4	8	0	52.3	66	52.3	10 ----	52.3
Receiver5"	5	8	0	55.6	66	55.6	10 ----	55.6
Receiver6"	6	8	0	56.6	66	56.6	10 ----	56.6
Receiver7"	7	8	0	54.1	66	54.1	10 ----	54.1
Receiver8"	8	8	0	57.3	66	57.3	10 ----	57.3
Receiver9"	9	8	0	58.2	66	58.2	10 ----	58.2
Receiver10	10	24	0	56	66	56	10 ----	56
Receiver11	11	24	0	56.7	66	56.7	10 ----	56.7
Receiver12	12	24	0	58.7	66	58.7	10 ----	58.7
Receiver13	13	1	0	60	66	60	10 ----	60
Receiver14	14	1	0	75.1	66	75.1	10 Snd Lvl	75.1
Receiver15	15	1	0	66.4	66	66.4	10 Snd Lvl	66.4
Receiver16	16	1	0	69.3	66	69.3	10 Snd Lvl	69.3
Receiver17	17	1	0	72.1	66	72.1	10 Snd Lvl	72.1
Receiver18	18	1	0	71.3	66	71.3	10 Snd Lvl	71.3
Receiver19	19	5	0	70.9	66	70.9	10 Snd Lvl	70.9
Receiver20	20	1	0	75.4	66	75.4	10 Snd Lvl	75.4
Receiver21	21	2	0	74.6	66	74.6	10 Snd Lvl	74.6
Receiver22	22	1	0	62.7	66	62.7	10 ----	62.7
Receiver23	23	1	0	61.2	66	61.2	10 ----	61.2
Receiver24	24	1	0	59	66	59	10 ----	59
Receiver25	25	1	0	58.3	66	58.3	10 ----	58.3
Receiver26	26	1	0 inactive		66 inactive		10 inactive	inactive
Receiver27	27	1	0 inactive		66 inactive		10 inactive	inactive
Receiver28	28	1	0 inactive		66 inactive		10 inactive	inactive
Receiver29	29	1	0 inactive		66 inactive		10 inactive	inactive
Receiver30	30	1	0 inactive		66 inactive		10 inactive	inactive
Receiver31	31	1	0 inactive		66 inactive		10 inactive	inactive
Receiver32	32	1	0 inactive		66 inactive		10 inactive	inactive
Receiver33	33	1	0 inactive		66 inactive		10 inactive	inactive
Receiver34	34	1	0 inactive		66 inactive		10 inactive	inactive
Receiver35	35	1	0 inactive		66 inactive		10 inactive	inactive
Receiver36	36	1	0 inactive		66 inactive		10 inactive	inactive
Receiver37	37	1	0 inactive		66 inactive		10 inactive	inactive
Receiver38	38	1	0 inactive		66 inactive		10 inactive	inactive
Receiver39	39	1	0 inactive		66 inactive		10 inactive	inactive
Receiver40	40	1	0 inactive		66 inactive		10 inactive	inactive
Receiver41	41	1	0 inactive		66 inactive		10 inactive	inactive
Receiver42	42	1	0 inactive		66 inactive		10 inactive	inactive
Receiver43	43	1	0 inactive		66 inactive		10 inactive	inactive
Receiver44	44	1	0 inactive		66 inactive		10 inactive	inactive
Receiver45	45	1	0 inactive		66 inactive		10 inactive	inactive
Receiver46	46	1	0 inactive		66 inactive		10 inactive	inactive
Receiver47	47	1	0 inactive		66 inactive		10 inactive	inactive

Receiver1	1	8	0 inactive	66 inactive	10 inactive	inactive
Receiver2"	2	8	0 inactive	66 inactive	10 inactive	inactive
Receiver3"	3	8	0 inactive	66 inactive	10 inactive	inactive
Receiver4"	4	8	0 inactive	66 inactive	10 inactive	inactive
Receiver5"	5	8	0 inactive	66 inactive	10 inactive	inactive
Receiver6"	6	8	0 inactive	66 inactive	10 inactive	inactive
Receiver7"	7	8	0 inactive	66 inactive	10 inactive	inactive
Receiver8"	8	8	0 inactive	66 inactive	10 inactive	inactive
Receiver9"	9	8	0 inactive	66 inactive	10 inactive	inactive
Receiver10	10	24	0 inactive	66 inactive	10 inactive	inactive
Receiver11	11	24	0 inactive	66 inactive	10 inactive	inactive
Receiver12	12	24	0 inactive	66 inactive	10 inactive	inactive
Receiver13	13	1	0 inactive	66 inactive	10 inactive	inactive
Receiver14	14	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	15	1	0 inactive	66 inactive	10 inactive	inactive
Receiver16	16	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	17	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	18	1	0 inactive	66 inactive	10 inactive	inactive
Receiver19	19	5	0 inactive	66 inactive	10 inactive	inactive
Receiver20	20	1	0 inactive	66 inactive	10 inactive	inactive
Receiver21	21	2	0 inactive	66 inactive	10 inactive	inactive
Receiver22	22	1	0 inactive	66 inactive	10 inactive	inactive
Receiver23	23	1	0 inactive	66 inactive	10 inactive	inactive
Receiver24	24	1	0 inactive	66 inactive	10 inactive	inactive
Receiver25	25	1	0 58.3	66 58.3	10 ----	58.3
Receiver26	26	1	0 58.1	66 58.1	10 ----	58.1
Receiver27	27	1	0 56.9	66 56.9	10 ----	56.9
Receiver28	28	1	0 55.3	66 55.3	10 ----	55.3
Receiver29	29	1	0 56	66 56	10 ----	56
Receiver30	30	1	0 54.5	66 54.5	10 ----	54.5
Receiver31	31	1	0 56.3	66 56.3	10 ----	56.3
Receiver32	32	1	0 54.7	66 54.7	10 ----	54.7
Receiver33	33	1	0 74.9	66 74.9	10 Snd Lvl	74.9
Receiver34	34	1	0 71.7	66 71.7	10 Snd Lvl	71.7
Receiver35	35	1	0 65.1	66 65.1	10 ----	65.1
Receiver36	36	1	0 70.2	66 70.2	10 Snd Lvl	70.2
Receiver37	37	1	0 60.5	66 60.5	10 ----	60.5
Receiver38	38	1	0 65.3	66 65.3	10 ----	65.3
Receiver39	39	1	0 67.7	66 67.7	10 Snd Lvl	67.7
Receiver40	40	1	0 75.4	66 75.4	10 Snd Lvl	75.4
Receiver41	41	1	0 75.6	66 75.6	10 Snd Lvl	75.6
Receiver42	42	1	0 75.4	66 75.4	10 Snd Lvl	75.4
Receiver43	43	1	0 67.1	66 67.1	10 Snd Lvl	67.1
Receiver44	44	1	0 66.1	66 66.1	10 Snd Lvl	66.1
Receiver45	45	1	0 73.2	66 73.2	10 Snd Lvl	73.2
Receiver46	46	1	0 80.1	66 80.1	10 Snd Lvl	80.1
Receiver47	47	1	0 80.4	66 80.4	10 Snd Lvl	80.4

Receiver48	48	1	0 inactive	66 inactive	10 inactive	inactive
Receiver49	49	1	0 inactive	66 inactive	10 inactive	inactive
Receiver50	50	1	0 inactive	66 inactive	10 inactive	inactive
Receiver51	51	1	0 inactive	66 inactive	10 inactive	inactive
Receiver52	52	1	0 inactive	66 inactive	10 inactive	inactive
Receiver53	53	1	0 63.9	66 63.9	10 ----	63.9
Receiver54	54	1	0 66.2	66 66.2	10 Snd Lvl	66.2
Receiver55	55	1	0 62	66 62	10 ----	62
Receiver56	56	1	0 63	66 63	10 ----	63
Receiver57	57	1	0 67.1	66 67.1	10 Snd Lvl	67.1
Receiver58	58	1	0 66.6	66 66.6	10 Snd Lvl	66.6
Receiver59	59	1	0 63.2	66 63.2	10 ----	63.2
Receiver60	60	1	0 62	66 62	10 ----	62
Receiver61	61	1	0 66	66 66	10 Snd Lvl	66
Receiver62	62	1	0 69	66 69	10 Snd Lvl	69
Receiver63	63	1	0 72	66 72	10 Snd Lvl	72
Receiver64	64	1	0 61.4	66 61.4	10 ----	61.4
Receiver65	65	1	0 63.8	66 63.8	10 ----	63.8
Receiver66	66	1	0 71	66 71	10 Snd Lvl	71
Receiver67	67	1	0 60.4	66 60.4	10 ----	60.4
Receiver68	68	1	0 68.6	66 68.6	10 Snd Lvl	68.6
Receiver69	69	1	0 64	66 64	10 ----	64
Receiver70	70	1	0 66.4	66 66.4	10 Snd Lvl	66.4
Receiver71	71	1	0 77.5	66 77.5	10 Snd Lvl	77.5
Receiver72	72	1	0 72.6	66 72.6	10 Snd Lvl	72.6
Receiver73	73	1	0 76.3	66 76.3	10 Snd Lvl	76.3
Receiver74	74	1	0 76.6	66 76.6	10 Snd Lvl	76.6
Receiver75	75	1	0 inactive	66 inactive	10 inactive	inactive
Receiver76	76	1	0 inactive	66 inactive	10 inactive	inactive
Receiver77	77	8	0 inactive	66 inactive	10 inactive	inactive
Receiver78	78	8	0 inactive	66 inactive	10 inactive	inactive
Receiver79	79	8	0 inactive	66 inactive	10 inactive	inactive
Receiver80	80	8	0 inactive	66 inactive	10 inactive	inactive
Receiver81	81	8	0 inactive	66 inactive	10 inactive	inactive
Receiver82	82	8	0 inactive	66 inactive	10 inactive	inactive
Receiver83	83	1	0 inactive	66 inactive	10 inactive	inactive
Receiver84	84	1	0 inactive	66 inactive	10 inactive	inactive
Receiver85	85	1	0 inactive	66 inactive	10 inactive	inactive
Receiver86	86	1	0 inactive	66 inactive	10 inactive	inactive
Receiver87	87	1	0 inactive	66 inactive	10 inactive	inactive
Receiver88	88	1	0 inactive	66 inactive	10 inactive	inactive
Receiver89	89	8	0 inactive	66 inactive	10 inactive	inactive
Receiver90	90	8	0 inactive	66 inactive	10 inactive	inactive
Receiver91	91	8	0 inactive	66 inactive	10 inactive	inactive
Receiver92	92	1	0 inactive	66 inactive	10 inactive	inactive
Receiver93	93	8	0 inactive	66 inactive	10 inactive	inactive
Receiver94	94	8	0 inactive	66 inactive	10 inactive	inactive

Receiver48	48	1	0	inactive	66	inactive	10	inactive	inactive
Receiver49	49	1	0	inactive	66	inactive	10	inactive	inactive
Receiver50	50	1	0	inactive	66	inactive	10	inactive	inactive
Receiver51	51	1	0	inactive	66	inactive	10	inactive	inactive
Receiver52	52	1	0	inactive	66	inactive	10	inactive	inactive
Receiver53	53	1	0	inactive	66	inactive	10	inactive	inactive
Receiver54	54	1	0	inactive	66	inactive	10	inactive	inactive
Receiver55	55	1	0	inactive	66	inactive	10	inactive	inactive
Receiver56	56	1	0	inactive	66	inactive	10	inactive	inactive
Receiver57	57	1	0	inactive	66	inactive	10	inactive	inactive
Receiver58	58	1	0	inactive	66	inactive	10	inactive	inactive
Receiver59	59	1	0	inactive	66	inactive	10	inactive	inactive
Receiver60	60	1	0	inactive	66	inactive	10	inactive	inactive
Receiver61	61	1	0	inactive	66	inactive	10	inactive	inactive
Receiver62	62	1	0	inactive	66	inactive	10	inactive	inactive
Receiver63	63	1	0	inactive	66	inactive	10	inactive	inactive
Receiver64	64	1	0	inactive	66	inactive	10	inactive	inactive
Receiver65	65	1	0	inactive	66	inactive	10	inactive	inactive
Receiver66	66	1	0	inactive	66	inactive	10	inactive	inactive
Receiver67	67	1	0	inactive	66	inactive	10	inactive	inactive
Receiver68	68	1	0	inactive	66	inactive	10	inactive	inactive
Receiver69	69	1	0	inactive	66	inactive	10	inactive	inactive
Receiver70	70	1	0	inactive	66	inactive	10	inactive	inactive
Receiver71	71	1	0	inactive	66	inactive	10	inactive	inactive
Receiver72	72	1	0	inactive	66	inactive	10	inactive	inactive
Receiver73	73	1	0	inactive	66	inactive	10	inactive	inactive
Receiver74	74	1	0	inactive	66	inactive	10	inactive	inactive
Receiver75	75	1	0	64.5	66	64.5	10	----	64.5
Receiver76	76	1	0	59.1	66	59.1	10	----	59.1
Receiver77	77	8	0	55.5	66	55.5	10	----	55.5
Receiver78	78	8	0	58.5	66	58.5	10	----	58.5
Receiver79	79	8	0	59.7	66	59.7	10	----	59.7
Receiver80	80	8	0	53.3	66	53.3	10	----	53.3
Receiver81	81	8	0	56.4	66	56.4	10	----	56.4
Receiver82	82	8	0	57.3	66	57.3	10	----	57.3
Receiver83	83	1	0	53	66	53	10	----	53
Receiver84	84	1	0	52	66	52	10	----	52
Receiver85	85	1	0	51.4	66	51.4	10	----	51.4
Receiver86	86	1	0	50.5	66	50.5	10	----	50.5
Receiver87	87	1	0	50.9	66	50.9	10	----	50.9
Receiver88	88	1	0	50.8	66	50.8	10	----	50.8
Receiver89	89	8	0	51.5	66	51.5	10	----	51.5
Receiver90	90	8	0	54.8	66	54.8	10	----	54.8
Receiver91	91	8	0	55.9	66	55.9	10	----	55.9
Receiver92	92	1	0	51.8	66	51.8	10	----	51.8
Receiver93	93	8	0	52.1	66	52.1	10	----	52.1
Receiver94	94	8	0	55.5	66	55.5	10	----	55.5

Receiver95	95	8	0	56.5	66	56.5	10 ----	56.5
Receiver96	96	8	0	52.2	66	52.2	10 ----	52.2
Receiver97	97	8	0	54.3	66	54.3	10 ----	54.3
Receiver98	98	8	0	55.4	66	55.4	10 ----	55.4
Receiver99	99	1	0	52.4	66	52.4	10 ----	52.4
Receiver10	100	1	0	52.7	66	52.7	10 ----	52.7
Receiver10	101	1	0	inactive	66	inactive	10	inactive
Receiver10	102	1	0	inactive	66	inactive	10	inactive
Receiver10	103	1	0	inactive	66	inactive	10	inactive
Receiver10	104	1	0	inactive	66	inactive	10	inactive
Receiver10	105	1	0	inactive	66	inactive	10	inactive
Receiver10	106	1	0	inactive	66	inactive	10	inactive
Receiver10	107	1	0	inactive	66	inactive	10	inactive
Receiver10	108	1	0	inactive	66	inactive	10	inactive
Receiver10	109	1	0	inactive	66	inactive	10	inactive
Receiver11	110	1	0	inactive	66	inactive	10	inactive
Receiver11	111	1	0	inactive	66	inactive	10	inactive
Receiver11	112	1	0	inactive	66	inactive	10	inactive
Receiver11	113	1	0	inactive	66	inactive	10	inactive
Receiver11	114	1	0	inactive	66	inactive	10	inactive
Receiver11	115	1	0	inactive	66	inactive	10	inactive
Receiver11	116	1	0	inactive	66	inactive	10	inactive
Receiver11	117	1	0	inactive	66	inactive	10	inactive
Receiver11	118	1	0	inactive	66	inactive	10	inactive
Receiver11	119	1	0	inactive	66	inactive	10	inactive
Receiver12	120	1	0	inactive	66	inactive	10	inactive
Receiver12	121	1	0	inactive	66	inactive	10	inactive
Receiver12	122	1	0	inactive	66	inactive	10	inactive
Receiver12	123	1	0	inactive	66	inactive	10	inactive
Receiver12	124	1	0	inactive	66	inactive	10	inactive
Receiver12	125	1	0	inactive	66	inactive	10	inactive
Receiver12	126	1	0	inactive	66	inactive	10	inactive
Receiver12	127	1	0	inactive	66	inactive	10	inactive
Receiver12	128	1	0	inactive	66	inactive	10	inactive
Receiver12	129	1	0	inactive	66	inactive	10	inactive
Receiver13	130	1	0	inactive	66	inactive	10	inactive
Receiver13	131	1	0	inactive	66	inactive	10	inactive
Receiver13	132	1	0	inactive	66	inactive	10	inactive
Receiver13	133	1	0	inactive	66	inactive	10	inactive
Receiver13	134	1	0	inactive	66	inactive	10	inactive
Receiver13	135	1	0	inactive	66	inactive	10	inactive
Receiver13	136	1	0	inactive	66	inactive	10	inactive
Receiver13	137	6	0	inactive	66	inactive	10	inactive
Receiver13	138	3	0	inactive	66	inactive	10	inactive
Receiver13	139	5	0	inactive	66	inactive	10	inactive
Receiver14	140	4	0	inactive	66	inactive	10	inactive
Receiver14	141	5	0	inactive	66	inactive	10	inactive

Receiver95	95	8	0 inactive	66 inactive	10 inactive	inactive
Receiver96	96	8	0 inactive	66 inactive	10 inactive	inactive
Receiver97	97	8	0 inactive	66 inactive	10 inactive	inactive
Receiver98	98	8	0 inactive	66 inactive	10 inactive	inactive
Receiver99	99	1	0 inactive	66 inactive	10 inactive	inactive
Receiver10	100	1	0 inactive	66 inactive	10 inactive	inactive
Receiver10	101	1	0 56.3	66 56.3	10 ----	56.3
Receiver10	102	1	0 56.1	66 56.1	10 ----	56.1
Receiver10	103	1	0 56.5	66 56.5	10 ----	56.5
Receiver10	104	1	0 56.4	66 56.4	10 ----	56.4
Receiver10	105	1	0 59.5	66 59.5	10 ----	59.5
Receiver10	106	1	0 61.4	66 61.4	10 ----	61.4
Receiver10	107	1	0 56.7	66 56.7	10 ----	56.7
Receiver10	108	1	0 60.7	66 60.7	10 ----	60.7
Receiver10	109	1	0 62.6	66 62.6	10 ----	62.6
Receiver11	110	1	0 72.9	66 72.9	10 Snd Lvl	72.9
Receiver11	111	1	0 74.2	66 74.2	10 Snd Lvl	74.2
Receiver11	112	1	0 75.9	66 75.9	10 Snd Lvl	75.9
Receiver11	113	1	0 75.9	66 75.9	10 Snd Lvl	75.9
Receiver11	114	1	0 76.9	66 76.9	10 Snd Lvl	76.9
Receiver11	115	1	0 52.5	66 52.5	10 ----	52.5
Receiver11	116	1	0 52.1	66 52.1	10 ----	52.1
Receiver11	117	1	0 52.7	66 52.7	10 ----	52.7
Receiver11	118	1	0 53.1	66 53.1	10 ----	53.1
Receiver11	119	1	0 53	66 53	10 ----	53
Receiver12	120	1	0 53.2	66 53.2	10 ----	53.2
Receiver12	121	1	0 53.5	66 53.5	10 ----	53.5
Receiver12	122	1	0 53.2	66 53.2	10 ----	53.2
Receiver12	123	1	0 53	66 53	10 ----	53
Receiver12	124	1	0 53	66 53	10 ----	53
Receiver12	125	1	0 52.8	66 52.8	10 ----	52.8
Receiver12	126	1	0 inactive	66 inactive	10 inactive	inactive
Receiver12	127	1	0 inactive	66 inactive	10 inactive	inactive
Receiver12	128	1	0 inactive	66 inactive	10 inactive	inactive
Receiver12	129	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	130	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	131	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	132	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	133	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	134	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	135	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	136	1	0 inactive	66 inactive	10 inactive	inactive
Receiver13	137	6	0 inactive	66 inactive	10 inactive	inactive
Receiver13	138	3	0 inactive	66 inactive	10 inactive	inactive
Receiver13	139	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	140	4	0 inactive	66 inactive	10 inactive	inactive
Receiver14	141	5	0 inactive	66 inactive	10 inactive	inactive

Receiver95	95	8	0	inactive	66	inactive	10	inactive	inactive
Receiver96	96	8	0	inactive	66	inactive	10	inactive	inactive
Receiver97	97	8	0	inactive	66	inactive	10	inactive	inactive
Receiver98	98	8	0	inactive	66	inactive	10	inactive	inactive
Receiver99	99	1	0	inactive	66	inactive	10	inactive	inactive
Receiver10	100	1	0	inactive	66	inactive	10	inactive	inactive
Receiver10	101	1	0	inactive	66	inactive	10	inactive	inactive
Receiver10	102	1	0	inactive	66	inactive	10	inactive	inactive
Receiver10	103	1	0	inactive	66	inactive	10	inactive	inactive
Receiver10	104	1	0	inactive	66	inactive	10	inactive	inactive
Receiver10	105	1	0	inactive	66	inactive	10	inactive	inactive
Receiver10	106	1	0	inactive	66	inactive	10	inactive	inactive
Receiver10	107	1	0	inactive	66	inactive	10	inactive	inactive
Receiver10	108	1	0	inactive	66	inactive	10	inactive	inactive
Receiver10	109	1	0	inactive	66	inactive	10	inactive	inactive
Receiver11	110	1	0	inactive	66	inactive	10	inactive	inactive
Receiver11	111	1	0	inactive	66	inactive	10	inactive	inactive
Receiver11	112	1	0	inactive	66	inactive	10	inactive	inactive
Receiver11	113	1	0	inactive	66	inactive	10	inactive	inactive
Receiver11	114	1	0	inactive	66	inactive	10	inactive	inactive
Receiver11	115	1	0	inactive	66	inactive	10	inactive	inactive
Receiver11	116	1	0	inactive	66	inactive	10	inactive	inactive
Receiver11	117	1	0	inactive	66	inactive	10	inactive	inactive
Receiver11	118	1	0	inactive	66	inactive	10	inactive	inactive
Receiver11	119	1	0	inactive	66	inactive	10	inactive	inactive
Receiver12	120	1	0	inactive	66	inactive	10	inactive	inactive
Receiver12	121	1	0	inactive	66	inactive	10	inactive	inactive
Receiver12	122	1	0	inactive	66	inactive	10	inactive	inactive
Receiver12	123	1	0	inactive	66	inactive	10	inactive	inactive
Receiver12	124	1	0	inactive	66	inactive	10	inactive	inactive
Receiver12	125	1	0	52.8	66	52.8	10	----	52.8
Receiver12	126	1	0	53	66	53	10	----	53
Receiver12	127	1	0	52.8	66	52.8	10	----	52.8
Receiver12	128	1	0	52.7	66	52.7	10	----	52.7
Receiver12	129	1	0	52.6	66	52.6	10	----	52.6
Receiver13	130	1	0	57.8	66	57.8	10	----	57.8
Receiver13	131	1	0	77.3	66	77.3	10	Snd Lvl	77.3
Receiver13	132	1	0	64.5	66	64.5	10	----	64.5
Receiver13	133	1	0	65.3	66	65.3	10	----	65.3
Receiver13	134	1	0	72	66	72	10	Snd Lvl	72
Receiver13	135	1	0	57.7	66	57.7	10	----	57.7
Receiver13	136	1	0	54.2	66	54.2	10	----	54.2
Receiver13	137	6	0	57.9	66	57.9	10	----	57.9
Receiver13	138	3	0	55.9	66	55.9	10	----	55.9
Receiver13	139	5	0	57.8	66	57.8	10	----	57.8
Receiver14	140	4	0	55.8	66	55.8	10	----	55.8
Receiver14	141	5	0	57.8	66	57.8	10	----	57.8

Receiver14	142	2	0 inactive	66 inactive	10 inactive	inactive
Receiver14	143	1	0 inactive	66 inactive	10 inactive	inactive
Receiver14	144	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	145	6	0 inactive	66 inactive	10 inactive	inactive
Receiver14	146	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	147	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	148	3	0 inactive	66 inactive	10 inactive	inactive
Receiver14	149	2	0 inactive	66 inactive	10 inactive	inactive
Receiver15	150	5	0 56.6	66 56.6	10 ----	56.6
Receiver15	151	4	0 54.9	66 54.9	10 ----	54.9
Receiver15	152	3	0 54.1	66 54.1	10 ----	54.1
Receiver15	153	1	0 52	66 52	10 ----	52
Receiver15	154	1	0 51.6	66 51.6	10 ----	51.6
Receiver15	155	1	0 52.2	66 52.2	10 ----	52.2
Receiver15	156	1	0 52.3	66 52.3	10 ----	52.3
Receiver15	157	1	0 51.9	66 51.9	10 ----	51.9
Receiver15	158	5	0 54.6	66 54.6	10 ----	54.6
Receiver15	159	2	0 54.2	66 54.2	10 ----	54.2
Receiver16	160	2	0 54	66 54	10 ----	54
Receiver16	161	5	0 56.5	66 56.5	10 ----	56.5
Receiver16	162	5	0 56.5	66 56.5	10 ----	56.5
Receiver16	163	4	0 55.5	66 55.5	10 ----	55.5
Receiver16	164	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	165	6	0 inactive	66 inactive	10 inactive	inactive
Receiver16	166	4	0 inactive	66 inactive	10 inactive	inactive
Receiver16	167	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	168	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	169	5	0 inactive	66 inactive	10 inactive	inactive
Receiver17	170	5	0 inactive	66 inactive	10 inactive	inactive
Receiver17	171	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	172	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	173	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	174	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	175	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	176	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	177	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	178	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	179	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	180	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	181	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	182	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	183	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	184	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	185	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	186	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	187	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	188	1	0 inactive	66 inactive	10 inactive	inactive

Receiver14	142	2	0 inactive	66 inactive	10 inactive	inactive
Receiver14	143	1	0 inactive	66 inactive	10 inactive	inactive
Receiver14	144	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	145	6	0 inactive	66 inactive	10 inactive	inactive
Receiver14	146	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	147	5	0 inactive	66 inactive	10 inactive	inactive
Receiver14	148	3	0 inactive	66 inactive	10 inactive	inactive
Receiver14	149	2	0 inactive	66 inactive	10 inactive	inactive
Receiver15	150	5	0 inactive	66 inactive	10 inactive	inactive
Receiver15	151	4	0 inactive	66 inactive	10 inactive	inactive
Receiver15	152	3	0 inactive	66 inactive	10 inactive	inactive
Receiver15	153	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	154	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	155	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	156	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	157	1	0 inactive	66 inactive	10 inactive	inactive
Receiver15	158	5	0 inactive	66 inactive	10 inactive	inactive
Receiver15	159	2	0 inactive	66 inactive	10 inactive	inactive
Receiver16	160	2	0 inactive	66 inactive	10 inactive	inactive
Receiver16	161	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	162	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	163	4	0 inactive	66 inactive	10 inactive	inactive
Receiver16	164	5	0 inactive	66 inactive	10 inactive	inactive
Receiver16	165	6	0 58.9	66 58.9	10 ----	58.9
Receiver16	166	4	0 59	66 59	10 ----	59
Receiver16	167	5	0 58.8	66 58.8	10 ----	58.8
Receiver16	168	5	0 58.8	66 58.8	10 ----	58.8
Receiver16	169	5	0 59.2	66 59.2	10 ----	59.2
Receiver17	170	5	0 59.3	66 59.3	10 ----	59.3
Receiver17	171	1	0 72.5	66 72.5	10 Snd Lvl	72.5
Receiver17	172	1	0 69.6	66 69.6	10 Snd Lvl	69.6
Receiver17	173	1	0 66.7	66 66.7	10 Snd Lvl	66.7
Receiver17	174	1	0 66	66 66	10 Snd Lvl	66
Receiver17	175	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	176	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	177	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	178	1	0 inactive	66 inactive	10 inactive	inactive
Receiver17	179	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	180	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	181	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	182	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	183	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	184	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	185	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	186	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	187	1	0 inactive	66 inactive	10 inactive	inactive
Receiver18	188	1	0 inactive	66 inactive	10 inactive	inactive

Receiver14	142	2	0	inactive	66	inactive	10	inactive	inactive
Receiver14	143	1	0	inactive	66	inactive	10	inactive	inactive
Receiver14	144	5	0	inactive	66	inactive	10	inactive	inactive
Receiver14	145	6	0	inactive	66	inactive	10	inactive	inactive
Receiver14	146	5	0	inactive	66	inactive	10	inactive	inactive
Receiver14	147	5	0	inactive	66	inactive	10	inactive	inactive
Receiver14	148	3	0	inactive	66	inactive	10	inactive	inactive
Receiver14	149	2	0	inactive	66	inactive	10	inactive	inactive
Receiver15	150	5	0	inactive	66	inactive	10	inactive	inactive
Receiver15	151	4	0	inactive	66	inactive	10	inactive	inactive
Receiver15	152	3	0	inactive	66	inactive	10	inactive	inactive
Receiver15	153	1	0	inactive	66	inactive	10	inactive	inactive
Receiver15	154	1	0	inactive	66	inactive	10	inactive	inactive
Receiver15	155	1	0	inactive	66	inactive	10	inactive	inactive
Receiver15	156	1	0	inactive	66	inactive	10	inactive	inactive
Receiver15	157	1	0	inactive	66	inactive	10	inactive	inactive
Receiver15	158	5	0	inactive	66	inactive	10	inactive	inactive
Receiver15	159	2	0	inactive	66	inactive	10	inactive	inactive
Receiver16	160	2	0	inactive	66	inactive	10	inactive	inactive
Receiver16	161	5	0	inactive	66	inactive	10	inactive	inactive
Receiver16	162	5	0	inactive	66	inactive	10	inactive	inactive
Receiver16	163	4	0	inactive	66	inactive	10	inactive	inactive
Receiver16	164	5	0	inactive	66	inactive	10	inactive	inactive
Receiver16	165	6	0	inactive	66	inactive	10	inactive	inactive
Receiver16	166	4	0	inactive	66	inactive	10	inactive	inactive
Receiver16	167	5	0	inactive	66	inactive	10	inactive	inactive
Receiver16	168	5	0	inactive	66	inactive	10	inactive	inactive
Receiver16	169	5	0	inactive	66	inactive	10	inactive	inactive
Receiver17	170	5	0	inactive	66	inactive	10	inactive	inactive
Receiver17	171	1	0	inactive	66	inactive	10	inactive	inactive
Receiver17	172	1	0	inactive	66	inactive	10	inactive	inactive
Receiver17	173	1	0	inactive	66	inactive	10	inactive	inactive
Receiver17	174	1	0	inactive	66	inactive	10	inactive	inactive
Receiver17	175	1	0	63.9	66	63.9	10	----	63.9
Receiver17	176	1	0	62.8	66	62.8	10	----	62.8
Receiver17	177	1	0	62.1	66	62.1	10	----	62.1
Receiver17	178	1	0	61.4	66	61.4	10	----	61.4
Receiver17	179	1	0	60.5	66	60.5	10	----	60.5
Receiver18	180	1	0	59.6	66	59.6	10	----	59.6
Receiver18	181	1	0	58.8	66	58.8	10	----	58.8
Receiver18	182	1	0	58.2	66	58.2	10	----	58.2
Receiver18	183	1	0	57.5	66	57.5	10	----	57.5
Receiver18	184	1	0	56.7	66	56.7	10	----	56.7
Receiver18	185	1	0	56	66	56	10	----	56
Receiver18	186	1	0	55.6	66	55.6	10	----	55.6
Receiver18	187	1	0	55.1	66	55.1	10	----	55.1
Receiver18	188	1	0	54.8	66	54.8	10	----	54.8

Receiver18	189	1	0	58	66	58	10 ----	58
Receiver19	190	1	0	58.7	66	58.7	10 ----	58.7
Receiver19	191	1	0	59.8	66	59.8	10 ----	59.8
Receiver19	192	1	0	60.5	66	60.5	10 ----	60.5
Receiver19	193	1	0	61.1	66	61.1	10 ----	61.1
Receiver19	194	1	0	62	66	62	10 ----	62
Receiver19	195	1	0	62.9	66	62.9	10 ----	62.9
Receiver19	196	1	0	63.7	66	63.7	10 ----	63.7
Receiver19	197	1	0	64.6	66	64.6	10 ----	64.6
Receiver19	198	1	0	65.8	66	65.8	10 ----	65.8
Receiver19	199	1	0	73.6	66	73.6	10 Snd Lvl	73.6
Receiver20	200	1	0 inactive		66 inactive		10 inactive	inactive
Receiver20	201	1	0 inactive		66 inactive		10 inactive	inactive
Receiver20	202	1	0 inactive		66 inactive		10 inactive	inactive
Receiver20	203	1	0 inactive		66 inactive		10 inactive	inactive
Receiver20	204	1	0 inactive		66 inactive		10 inactive	inactive
Receiver20	205	1	0 inactive		66 inactive		10 inactive	inactive
Receiver20	206	1	0 inactive		66 inactive		10 inactive	inactive
Receiver20	207	1	0 inactive		66 inactive		10 inactive	inactive
Receiver20	208	1	0 inactive		66 inactive		10 inactive	inactive
Receiver20	209	1	0 inactive		66 inactive		10 inactive	inactive
Receiver21	210	1	0 inactive		66 inactive		10 inactive	inactive
Receiver21	211	1	0 inactive		66 inactive		10 inactive	inactive
Receiver21	212	1	0 inactive		66 inactive		10 inactive	inactive
Receiver21	213	1	0 inactive		66 inactive		10 inactive	inactive
Receiver21	214	1	0 inactive		66 inactive		10 inactive	inactive
Receiver21	215	1	0 inactive		66 inactive		10 inactive	inactive
Receiver21	216	1	0 inactive		66 inactive		10 inactive	inactive
Receiver21	217	1	0 inactive		66 inactive		10 inactive	inactive
Receiver21	218	1	0 inactive		66 inactive		10 inactive	inactive
Receiver21	219	1	0 inactive		66 inactive		10 inactive	inactive
Receiver22	220	1	0 inactive		66 inactive		10 inactive	inactive
Receiver22	221	1	0 inactive		66 inactive		10 inactive	inactive
Receiver22	222	10	0 inactive		66 inactive		10 inactive	inactive
Receiver22	223	11	0 inactive		66 inactive		10 inactive	inactive
Receiver22	224	1	0 inactive		66 inactive		10 inactive	inactive
Receiver22	225	1	0 inactive		66 inactive		10 inactive	inactive
Receiver22	226	1	0 inactive		66 inactive		10 inactive	inactive
Receiver22	227	1	0 inactive		66 inactive		10 inactive	inactive
Receiver22	228	1	0 inactive		66 inactive		10 inactive	inactive
Receiver22	229	1	0 inactive		66 inactive		10 inactive	inactive
Receiver23	230	1	0 inactive		66 inactive		10 inactive	inactive
Receiver23	231	1	0 inactive		66 inactive		10 inactive	inactive
Receiver23	232	1	0 inactive		66 inactive		10 inactive	inactive
Receiver23	233	1	0 inactive		66 inactive		10 inactive	inactive
Receiver23	234	1	0 inactive		66 inactive		10 inactive	inactive
Receiver23	235	1	0 inactive		66 inactive		10 inactive	inactive

Receiver18	189	1	0	inactive	66	inactive	10	inactive	inactive
Receiver19	190	1	0	inactive	66	inactive	10	inactive	inactive
Receiver19	191	1	0	inactive	66	inactive	10	inactive	inactive
Receiver19	192	1	0	inactive	66	inactive	10	inactive	inactive
Receiver19	193	1	0	inactive	66	inactive	10	inactive	inactive
Receiver19	194	1	0	inactive	66	inactive	10	inactive	inactive
Receiver19	195	1	0	inactive	66	inactive	10	inactive	inactive
Receiver19	196	1	0	inactive	66	inactive	10	inactive	inactive
Receiver19	197	1	0	inactive	66	inactive	10	inactive	inactive
Receiver19	198	1	0	inactive	66	inactive	10	inactive	inactive
Receiver19	199	1	0	inactive	66	inactive	10	inactive	inactive
Receiver20	200	1	0	73.5	66	73.5	10	Snd Lvl	73.5
Receiver20	201	1	0	73.4	66	73.4	10	Snd Lvl	73.4
Receiver20	202	1	0	72.8	66	72.8	10	Snd Lvl	72.8
Receiver20	203	1	0	71.1	66	71.1	10	Snd Lvl	71.1
Receiver20	204	1	0	66.6	66	66.6	10	Snd Lvl	66.6
Receiver20	205	1	0	65.2	66	65.2	10	----	65.2
Receiver20	206	1	0	61.2	66	61.2	10	----	61.2
Receiver20	207	1	0	58.8	66	58.8	10	----	58.8
Receiver20	208	1	0	53.9	66	53.9	10	----	53.9
Receiver20	209	1	0	54.1	66	54.1	10	----	54.1
Receiver21	210	1	0	53.2	66	53.2	10	----	53.2
Receiver21	211	1	0	57	66	57	10	----	57
Receiver21	212	1	0	56.2	66	56.2	10	----	56.2
Receiver21	213	1	0	57.1	66	57.1	10	----	57.1
Receiver21	214	1	0	59	66	59	10	----	59
Receiver21	215	1	0	59.9	66	59.9	10	----	59.9
Receiver21	216	1	0	66.2	66	66.2	10	Snd Lvl	66.2
Receiver21	217	1	0	64.8	66	64.8	10	----	64.8
Receiver21	218	1	0	68.8	66	68.8	10	Snd Lvl	68.8
Receiver21	219	1	0	77.1	66	77.1	10	Snd Lvl	77.1
Receiver22	220	1	0	68.7	66	68.7	10	Snd Lvl	68.7
Receiver22	221	1	0	68.4	66	68.4	10	Snd Lvl	68.4
Receiver22	222	10	0	72	66	72	10	Snd Lvl	72
Receiver22	223	11	0	69.9	66	69.9	10	Snd Lvl	69.9
Receiver22	224	1	0	76.4	66	76.4	10	Snd Lvl	76.4
Receiver22	225	1	0	77.8	66	77.8	10	Snd Lvl	77.8
Receiver22	226	1	0	71.3	66	71.3	10	Snd Lvl	71.3
Receiver22	227	1	0	58.4	66	58.4	10	----	58.4
Receiver22	228	1	0	53.6	66	53.6	10	----	53.6
Receiver22	229	1	0	52	66	52	10	----	52
Receiver23	230	1	0	52.2	66	52.2	10	----	52.2
Receiver23	231	1	0	51.8	66	51.8	10	----	51.8
Receiver23	232	1	0	58.8	66	58.8	10	----	58.8
Receiver23	233	1	0	58.8	66	58.8	10	----	58.8
Receiver23	234	1	0	61.8	66	61.8	10	----	61.8
Receiver23	235	1	0	66.5	66	66.5	10	Snd Lvl	66.5

Receiver23	236	1	0	75.3	66	75.3	10 Snd Lvl	75.3
Receiver23	237	1	0	60.6	66	60.6	10 ----	60.6
Receiver23	238	1	0	58.2	66	58.2	10 ----	58.2
Receiver23	239	1	0	74.4	66	74.4	10 Snd Lvl	74.4
Receiver24	240	1	0	72.1	66	72.1	10 Snd Lvl	72.1
Receiver24	241	1	0	58.3	66	58.3	10 ----	58.3
Receiver24	242	1	0	62.5	66	62.5	10 ----	62.5
Receiver24	243	1	0	57.8	66	57.8	10 ----	57.8
Receiver24	244	1	0	53.6	66	53.6	10 ----	53.6
Receiver24	245	1	0	52	66	52	10 ----	52
Receiver24	246	1	0	53.2	66	53.2	10 ----	53.2
Receiver24	247	1	0	55.1	66	55.1	10 ----	55.1
Receiver24	248	1	0	57	66	57	10 ----	57
Receiver24	249	1	0	60.1	66	60.1	10 ----	60.1
Receiver25	250	1	0	63.1	66	63.1	10 ----	63.1
Receiver25	251	1	0 inactive		66 inactive		10 inactive	inactive
Receiver25	252	1	0 inactive		66 inactive		10 inactive	inactive
Receiver25	253	1	0 inactive		66 inactive		10 inactive	inactive
Receiver25	254	1	0 inactive		66 inactive		10 inactive	inactive
Receiver25	255	1	0 inactive		66 inactive		10 inactive	inactive
Receiver25	256	1	0 inactive		66 inactive		10 inactive	inactive
Receiver25	257	1	0 inactive		66 inactive		10 inactive	inactive
Receiver25	258	1	0 inactive		66 inactive		10 inactive	inactive
Receiver25	259	1	0 inactive		66 inactive		10 inactive	inactive
Receiver26	260	1	0 inactive		66 inactive		10 inactive	inactive
Receiver26	261	1	0 inactive		66 inactive		10 inactive	inactive
Receiver26	262	1	0 inactive		66 inactive		10 inactive	inactive
Receiver26	263	1	0 inactive		66 inactive		10 inactive	inactive
Receiver26	264	1	0 inactive		66 inactive		10 inactive	inactive
Receiver26	265	1	0 inactive		66 inactive		10 inactive	inactive
Receiver26	266	1	0 inactive		66 inactive		10 inactive	inactive
Receiver26	267	1	0 inactive		66 inactive		10 inactive	inactive
Receiver26	268	5	0 inactive		66 inactive		10 inactive	inactive
Receiver26	269	5	0 inactive		66 inactive		10 inactive	inactive
Receiver27	270	5	0 inactive		66 inactive		10 inactive	inactive
Receiver27	271	5	0 inactive		66 inactive		10 inactive	inactive
Receiver27	272	4	0 inactive		66 inactive		10 inactive	inactive
Receiver27	273	4	0 inactive		66 inactive		10 inactive	inactive
Receiver27	274	6	0 inactive		66 inactive		10 inactive	inactive
Receiver27	275	4	0 inactive		66 inactive		10 inactive	inactive
Receiver27	276	5	0 inactive		66 inactive		10 inactive	inactive
Receiver27	277	6	0 inactive		66 inactive		10 inactive	inactive
Receiver27	278	5	0 inactive		66 inactive		10 inactive	inactive
Receiver27	279	4	0 inactive		66 inactive		10 inactive	inactive
Receiver28	280	3	0 inactive		66 inactive		10 inactive	inactive
Receiver28	281	6	0 inactive		66 inactive		10 inactive	inactive
Receiver28	282	6	0 inactive		66 inactive		10 inactive	inactive

Receiver23	236	1	0	inactive	66	inactive	10	inactive	inactive
Receiver23	237	1	0	inactive	66	inactive	10	inactive	inactive
Receiver23	238	1	0	inactive	66	inactive	10	inactive	inactive
Receiver23	239	1	0	inactive	66	inactive	10	inactive	inactive
Receiver24	240	1	0	inactive	66	inactive	10	inactive	inactive
Receiver24	241	1	0	inactive	66	inactive	10	inactive	inactive
Receiver24	242	1	0	inactive	66	inactive	10	inactive	inactive
Receiver24	243	1	0	inactive	66	inactive	10	inactive	inactive
Receiver24	244	1	0	inactive	66	inactive	10	inactive	inactive
Receiver24	245	1	0	inactive	66	inactive	10	inactive	inactive
Receiver24	246	1	0	inactive	66	inactive	10	inactive	inactive
Receiver24	247	1	0	inactive	66	inactive	10	inactive	inactive
Receiver24	248	1	0	inactive	66	inactive	10	inactive	inactive
Receiver24	249	1	0	inactive	66	inactive	10	inactive	inactive
Receiver25	250	1	0	63.1	66	63.1	10	----	63.1
Receiver25	251	1	0	72.3	66	72.3	10	Snd Lvl	72.3
Receiver25	252	1	0	69.7	66	69.7	10	Snd Lvl	69.7
Receiver25	253	1	0	59.9	66	59.9	10	----	59.9
Receiver25	254	1	0	54.2	66	54.2	10	----	54.2
Receiver25	255	1	0	54.1	66	54.1	10	----	54.1
Receiver25	256	1	0	55.9	66	55.9	10	----	55.9
Receiver25	257	1	0	56.8	66	56.8	10	----	56.8
Receiver25	258	1	0	58	66	58	10	----	58
Receiver25	259	1	0	63.4	66	63.4	10	----	63.4
Receiver26	260	1	0	59.3	66	59.3	10	----	59.3
Receiver26	261	1	0	59.8	66	59.8	10	----	59.8
Receiver26	262	1	0	59.1	66	59.1	10	----	59.1
Receiver26	263	1	0	72	66	72	10	Snd Lvl	72
Receiver26	264	1	0	72.5	66	72.5	10	Snd Lvl	72.5
Receiver26	265	1	0	73.8	66	73.8	10	Snd Lvl	73.8
Receiver26	266	1	0	63.7	66	63.7	10	----	63.7
Receiver26	267	1	0	60.1	66	60.1	10	----	60.1
Receiver26	268	5	0	72.6	66	72.6	10	Snd Lvl	72.6
Receiver26	269	5	0	63.9	66	63.9	10	----	63.9
Receiver27	270	5	0	57.8	66	57.8	10	----	57.8
Receiver27	271	5	0	55.7	66	55.7	10	----	55.7
Receiver27	272	4	0	53.3	66	53.3	10	----	53.3
Receiver27	273	4	0	51.8	66	51.8	10	----	51.8
Receiver27	274	6	0	50.6	66	50.6	10	----	50.6
Receiver27	275	4	0	52.1	66	52.1	10	----	52.1
Receiver27	276	5	0	51.1	66	51.1	10	----	51.1
Receiver27	277	6	0	50.1	66	50.1	10	----	50.1
Receiver27	278	5	0	50.3	66	50.3	10	----	50.3
Receiver27	279	4	0	50.8	66	50.8	10	----	50.8
Receiver28	280	3	0	51	66	51	10	----	51
Receiver28	281	6	0	52.3	66	52.3	10	----	52.3
Receiver28	282	6	0	53.5	66	53.5	10	----	53.5

Receiver28	283	4	0	55.7	66	55.7	10 ----	55.7
Receiver28	284	4	0	57	66	57	10 ----	57
Receiver28	285	1	0	53.9	66	53.9	10 ----	53.9
Receiver28	286	4	0	56	66	56	10 ----	56
Receiver28	287	5	0	58.4	66	58.4	10 ----	58.4
Receiver28	288	2	0	64.3	66	64.3	10 ----	64.3
Receiver28	289	4	0	72	66	72	10 Snd Lvl	72
Receiver29	290	1	0	67.1	66	67.1	10 Snd Lvl	67.1
Receiver29	291	1	0	74.2	66	74.2	10 Snd Lvl	74.2
Receiver29	292	1	0	71.7	66	71.7	10 Snd Lvl	71.7
Receiver29	293	1	0	71.2	66	71.2	10 Snd Lvl	71.2
Receiver29	294	1	0	68.7	66	68.7	10 Snd Lvl	68.7
Receiver29	295	1	0	70.6	66	70.6	10 Snd Lvl	70.6
Receiver29	296	1	0	66.5	66	66.5	10 Snd Lvl	66.5
Receiver29	297	1	0	70.2	66	70.2	10 Snd Lvl	70.2
Receiver29	298	1	0	67.9	66	67.9	10 Snd Lvl	67.9